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BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

OST-95-206-5

U.S.-TORONTO SERVICE PROCEEDING	Docket 50168

DIRECT EXHIBITS OF NORTHWEST AIRLINES, INC.

Communications with respect to this document should be sent to:

Richard B. Hirst
Senior Vice President
Corporate Affairs
NORTHWEST AIRLINES, INC.
5101 Northwest Drive
St. Paul, MN 55111

Megan Rae Poldy
Associate General Counsel
NORTHWEST AIRLINES, INC.
901 15th Street, N.W.
Suite 310
Washington, D.C. 20005
(202) 842-3193

Elliott M. Seiden
Vice President, Law and
Government Affairs
David G. Mishkin
Vice President, International
and Regulatory Affairs
NORTHWEST AIRLINES, INC.
901 15th Street, N.W.
Suite 310
Washington, D.C. 20005

March 14, 1995

Note: See letter of correction attached

BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

U.S.-TORONTO SERVICE PROCEEDING	Docket 50168

DIRECT EXHIBITS OF NORTHWEST AIRLINES, INC.

Northwest Airlines, Inc. ("Northwest"), pursuant to the Department's Instituting Order issued on February 28, 1995, (Order 95-2-57), hereby submits Direct Exhibits in support of Northwest's Application for a Certificate of Public Convenience and Necessity (Minneapolis/St. Paul-Toronto) filed on January 19, 1995 in Docket 50081.[1]

In response to the Department's Notice dated December 22, 1994, as amended by Notices dated December 29, 1994 and January 9, 1995, certificate applications to serve Toronto during year one were filed by Continental, Delta, Flagship Airlines d/b/a American Eagle, Northwest, TWA, and USAir. Under the terms of the Air Transport Agreement Between the Government of Canada and the Government of the United States ("Agreement"), signed on

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[1] Northwest hereby requests that the Department take official notice of the contents of Northwest's January 19, 1995 application for certificate authority to serve Toronto and all subsequent pleadings filed by Northwest and by civic parties in support of Northwest's application in Docket 50081. In addition, Northwest requests that the Department take official notice of the contents of Northwest's January 12, 1995 application for exemption authority to serve Toronto and all subsequent pleadings filed by Northwest and by civic parties in support of Northwest's application in Docket 50049, insofar as relevant to the issues presented in this docket.

February 24, 1995, the United States may designate only two carriers to operate scheduled combination services between the United States and Toronto during year one. Because the number of year one Toronto licenses requested exceeds the number of awards available under the Agreement, the Department instituted this comparative carrier selection proceeding.

Northwest will demonstrate in this proceeding that Northwest's proposed nonstop service between Minneapolis/St. Paul and Toronto will provide greater competitive and public benefits to consumers than the service proposals of the other applicants in this proceeding.

Respectfully submitted,

Meg Rae Poldy

Megan Rae Poldy
Associate General Counsel
NORTHWEST AIRLINES, INC.
901 15th Street, N.W.
Washington, D.C. 20005
(202) 842-3193

March 14, 1995

CERTIFICATE OF SERVICE

I hereby certify that on this 14th day of March 1995, I served a copy of the Northwest Airlines' U.S.-Toronto Direct Exhibits on the following individuals by hand, overnight delivery (*), or first class mail, postage prepaid (**).

Carl B. Nelson, Jr.
Associate General Counsel
AMERICAN AIRLINES, INC.
1101 17th St., N.W.
Suite 600
Washington, D.C. 20036
(FOR AMERICAN EAGLE)

** Bill Alberger
Stoel Rives Boley Jones & Grey
1275 K Street, N.W.
Suite 1100
Washington, D.C. 20005
(FOR ATLANTA & GEORGIA PARTIES)

R. Bruce Keiner
Crowell & Moring
1001 Pennsylvania Avenue, N.W.
Suite 1100
Washington, D.C. 20004
(FOR CONTINENTAL)
- 2 copies

* Mark A. P. Drusch
Staff Vice President, International and Regulatory Affairs
CONTINENTAL AIRLINES, INC.
2929 Allen Parkway
Houston, TX 77019
- 2 copies

Robert E. Cohn
Shaw, Pittman, Potts & Trowbridge
2300 N Street, N.W.
Washington, D.C. 20037
(FOR DELTA)

** Jeffrey N. Shane
Wilmer, Cutler & Pickering
2445 M Street, N.W.
Washington, D.C. 20037-1420
(FOR MEMPHIS PARTIES)

** Jack Corbett
Rise Peters
Spiegel & McDiarmind
1350 New York Avenue, N.W.
Washington, D.C. 20005-4798
(FOR MINNEAPOLIS-ST. PAUL METROPOLITAN AIRPORTS COMMISSION)

Megan Rae Poldy
Associate General Counsel
NORTHWEST AIRLINES, INC.
901 15th Street, N.W.
Suite 310
Washington, D.C. 20005
- 2 copies

James Atwood
Covington & Burling
1201 Pennsylvania Avenue, N.W.
11th Floor Reception
Washington, D.C. 20044
(FOR NORTHWEST AIRLINES)
- 1 copy

* Phillip D. Roberts
Roberts, Roach & Associates
22320 Foothill Boulevard
Suite 510
Hayward, CA 94541
(FOR NORTHWEST AIRLINES)
- 1 copy

** Herbert C. Higginbotham
Director
Department of Aviation
PITTSBURGH INTERNATIONAL AIRPORT
Landside Terminal
Suite 4000
P.O. Box 12370
Pittsburgh, PA 15231-0370

Richard J. Fahy, Jr.
Consulting Attorney
808 17th Street, N.W.
Suite 520
Washington, D.C. 20006
(FOR TRANS WORLD AIRLINES)
- 3 copies

Frank Cotter, Esq.
Assistant General Counsel
USAIR, INC.
Crystal Park Four
2345 Crystal Drive
Arlington, VA 22227
- 2 copies

Richard Mathias
Zuckert, Scoutt & Rasenberger
888 17th Street, N.W.
Washington, D.C. 20006
(FOR USAIR, INC.)
- 2 copies

** EMBASSY OF CANADA
501 Pennsylvania Avenue, N.W.
Washington, D.C. 20001

** James R. Tarrant
Deputy Assistant Secretary for
Transportation Affairs
U.S. DEPARTMENT OF STATE
2201 C Street, N.W.
EB/TRA, Room 5830
Washington, D.C. 20520

Kimberly M. Kenner

Kimberly M. Kenner

BEFORE THE
U.S. DEPARTMENT OF TRANSPORTATION

U.S. - TORONTO SERVICE PROCEEDING

Docket 50168

Direct Exhibits of

NORTHWEST AIRLINES

NORTHWEST AIRLINES

DIRECT EXHIBITS

Exhibit Number	Description	No. Of Pages
	Series 100 **Introduction & Summary**	
NW-100	Summary Narrative	2
NW-101	Present Route System And Proposed Route	1
NW-102	Summary Of Northwest's Proposed Toronto-Minneapolis/St. Paul Nonstop Service	1
NW-103	Summary Of Single Plane And Online Service	1
NW-104	Summary Income Statement For Toronto-Minneapolis/St. Paul Service	1
NW-105	Summary Of Operating Statistics	1
NW-106	The Proposed Minneapolis/St. Paul Gateway Is An Effective Toronto Gateway To Westen U.S. Markets	1
NW-107 Through NW-199	Not Used	
	Series 200 **Schedules/Equipment/Fares**	
NW-200	Summary Narrative	1
NW-201	Aircraft Routing Of Proposed Northwest Toronto Single Plane Service	1
NW-202	Northwest's Proposed Toronto Nonstop And Single Plane Services	1
NW-203	Proposed Toronto Online Connecting Services	8
NW-204	Statement Of Aircraft Availability And Startup Date	1
NW-205	Proposed Toronto Passenger Fares And Freight Rates	2
NW-206	Proposed Fare Conditions	1
NW-207	Estimated Weighted Average Fares	3

NORTHWEST AIRLINES

DIRECT EXHIBITS

Exhibit Number	Description	No. Of Pages
NW-208 Through NW-299	Not Used	
	Series 300 **Traffic Forecasts**	
NW-300	Summary Narrative	2
NW-301	Passenger Forecast	2
NW-302	Growth Of O&D Passenger Traffic Between Toronto And U.S. 48 States	8
NW-303	Historic Roundtrip Single Plane Service In Toronto-U.S. Markets	4
NW-304	Estimated Market Shares And Service Stimulation	1
NW-305	Passenger Forecast Incorporating Seasonality And Service Ramp Up	1
NW-306 Through NW-399	Not Used	
	Series 400 **Revenue & Expense Forecasts**	
NW-400	Summary Narrative	1
NW-401	Income Statement	1
NW-402	Operating Statistics	2
NW-403	Passenger Revenues	1
NW-404	Calculation Of Forecast Operating Expenses	1
NW-405	Derivation Of Northwest's Domestic Entity Unit Costs	1
NW-406 Through NW-499		

NORTHWEST AIRLINES

DIRECT EXHIBITS

Exhibit Number	Description	No. Of Pages
	Series 500 **Miscellaneous**	
NW-500	Proposed Form Of Certificate For Northwest's Proposed Toronto-Minneapolis/St. Paul Route	3
NW-501	Northwest's Answers To The Interrogatories	1
NW-502 Through NW-599	Not Used	
	Series 600 **Public Interest & Carrier Selection**	
NW-600	Summary Narrative	6
NW-601	Toronto's U.S. Markets West Of The Mississippi River Are Significantly Under Developed	3
NW-602	For Example, To Equal Boston's Relative Development Of U.S. Western Markets, Traffic In Toronto's U.S. Western Markets Will Need To Increase By 130,000 Passengers	2
NW-603	Toronto Markets With Nonstop Service Represent Only 63% Of Toronto's U.S. 48 States Traffic	1
NW-604	Circuity Of MSP, ORD And DFW Routings For Toronto's Top Western Markets	1
NW-605	Map Of Toronto-U.S. Markets That Can Non-Circuitously Be Served Via Minneapolis/St. Paul	1
NW-606	The Minneapolis/St. Paul Gateway Has A Similarly Broad Non-Circuitous Coverage Of Western U.S. Markets As Does The Existing Chicago Gateway For Traffic From Toronto	1
NW-607	The Minneapolis/St. Paul Gateway Has A Broader Non-Circuitous Coverage Of Western U.S. Markets Than Does the Existing Dallas/Ft. Worth Gateway For Traffic From Toronto	1
NW-608	746,550 Toronto-U.S. States Passengers Can Be Served By Northwest Via Minneapolis/St. Paul With No More Than A 5% Circuity	1

NORTHWEST AIRLINES

DIRECT EXHIBITS

Exhibit Number	Description	No. Of Pages
NW-609	Northwest's Non-Circuitous Toronto Services Via The Minneapolis/ St. Paul Gateway Will Benefit 22% Of The U.S. Population	1
NW-610	American Has The Greatest Current Access To U.S.-Toronto Passenger Traffic, Northwest The Least Access	1
NW-611	The U.S. Has A $5 Billion Positive Trade Balance In Air Transportation	1
NW-612	Canada Is Minnesota's Number One Export Market, Accounting For Nearly 25% Of State Exports	1
NW-613	Canadian Trade Supports Minnesota's Diversified Economy	1
NW-614	94 Canadian Companies Have Affiliates In Minnesota -- Representing $2.5 Billion In Investment And More Than 10,000 Jobs	2
NW-615 Through NW-699	Not Used	

SUMMARY NARRATIVE

Northwest seeks permanent authority to engage in foreign air transportation between Minneapolis/St. Paul, Minnesota and Toronto, Ontario, Canada. A route map depicting Northwest's proposed service is contained in Exhibits NW-101, NW-103, NW-201 and NW-502.

Northwest proposes two daily nonstop flights between Minneapolis/St. Paul and Toronto with continuing single plane service to and from Boise, Idaho, and Salt Lake City, Utah (Exhibit NW-102). In addition, these proposed flights will operate into major banks of connecting flights at Minneapolis/St. Paul and thereby provide direct nonstop-to-nonstop online connections in 57 US markets (Exhibits NW-103 and NW-203).

As forecast, the proposed Toronto services will transport 105,956 passengers during the one year period at issue, and develop a 73.1% annual passenger load factor (Exhibit NW-105). Total revenues are expected to be $ 23.2 million, including beyond gateway revenues, and based on the expenses of the new services, Northwest will earn $ 10.1 million before taxes (Exhibit NW-104).

Northwest intends to serve the Minneapolis/St. Paul-Toronto route with 100 seat DC-9-30 aircraft (Exhibit NW-102). Northwest is remanufacturing its DC-9 fleet so as to enhance its mechanical and avionics systems and replace the entire interior of the aircraft. This involves enhancements such as new galleys, lavatories and seats, large overhead baggage bins, new side panels and other modernization. In addition, the new DC-9 will comply with Stage 3 noise requirements.

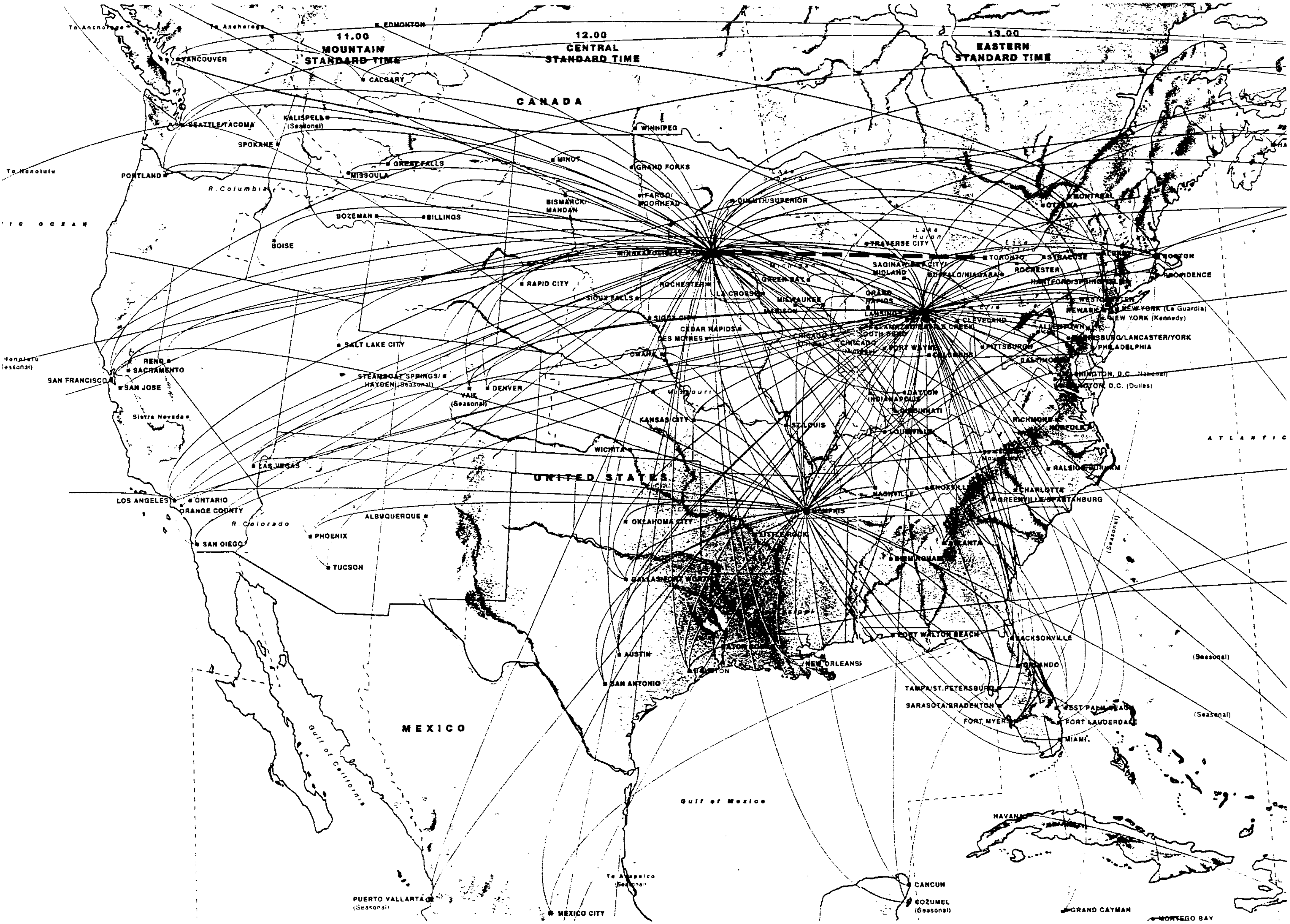
For Toronto, the Minneapolis/St. Paul gateway is ideally located to provide non-circuitous service to the Western United States, and provide a viable alternative to the slot controlled congested Chicago O'Hare gateway which is the only other gateway which effectively serves the Western US (Exhibit NW-106). Because of an antiquated US-Canadian bilateral

SUMMARY NARRATIVE

regime, Toronto traffic development has been suppressed with the result that today more than 70% of all Toronto-48 State scheduled air travel involves points East of the Mississippi River. Even with this impediment to traffic development, the area West of the Mississippi produces one million passengers annually, or 27% of the Toronto-48 State total (Exhibit NW-601). In terms of the value of the Minneapolis/St. Paul gateway to these Toronto travelers, the Minneapolis/St. Paul hub service as proposed by Northwest in this proceeding can provide a non-curcuitous journey for nearly 750,000 of these passengers (1993 traffic levels, Exhibit NW-608).

Therefore, the first priority of the Department in awarding new Toronto routings should be to open up the Western half of the country to more direct air service to and from Toronto.

PRESENT ROUTE SYSTEM AND PROPOSED TORONTO-MINNEAPOLIS/ST. PAUL ROUTE



Docket 50168
Exhibit NW-101
Page 1 of 1

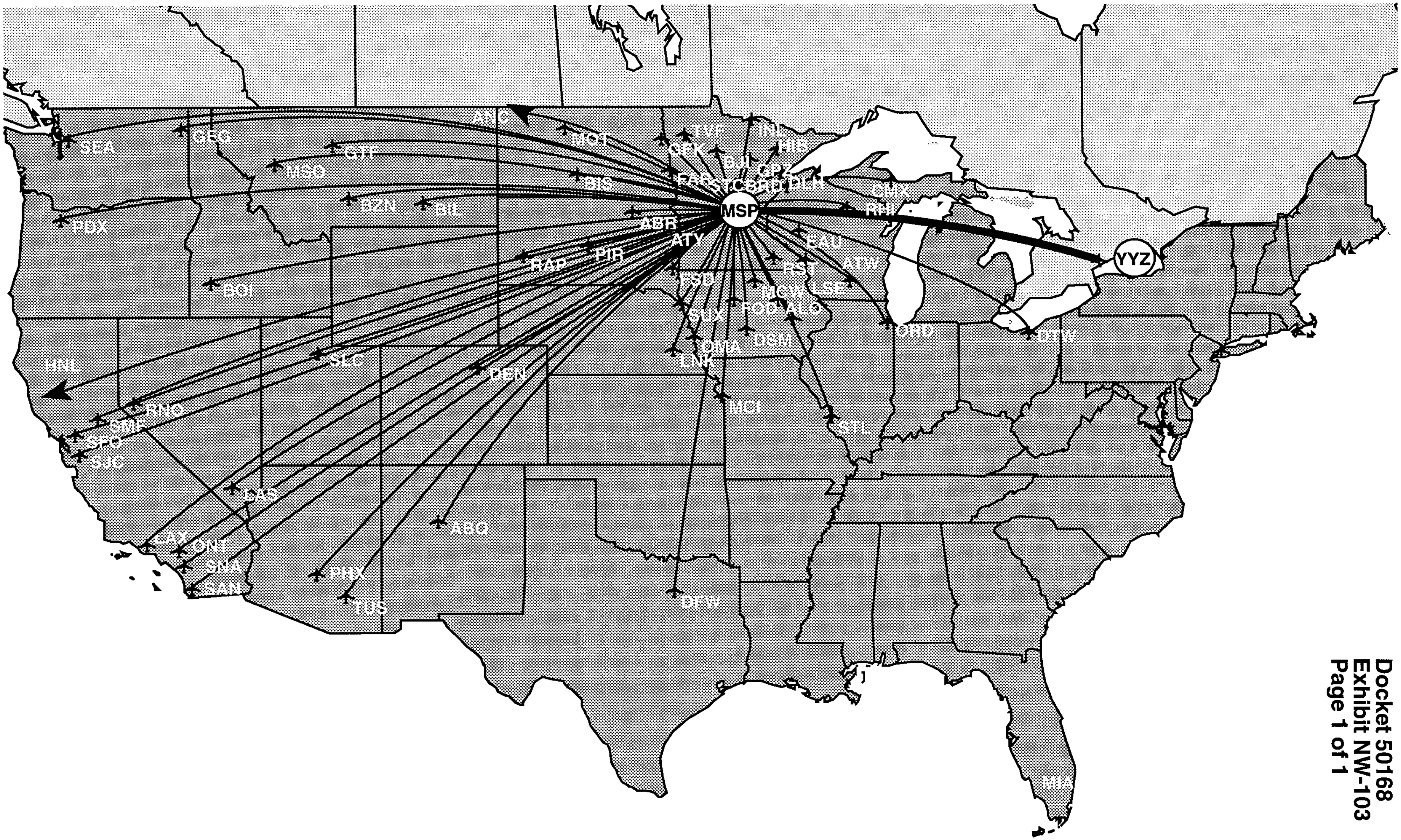
SUMMARY OF NORTHWEST'S PROPOSED TORONTO-MINNEAPOLIS/ST. PAUL NONSTOP SERVICE

First Year Service
Operates Daily

	Flight Number	Equipment	Depart	Arrive	Beyond Minneapolis/St. Paul Single Plane City
Westbound:					
	1908	D9S	7:30 am	8:36 am	Salt Lake City
	1900	D9S	5:50 pm	6:56 pm	Boise
Eastbound:					
	1905	D9S	1:00 pm	3:58 pm	Boise
	1909	D9S	6:00 pm	8:58 pm	Salt Lake City

Source: Exhibit NW-201

SUMMARY OF SINGLE PLANE & ONLINE SERVICE



SUMMARY INCOME STATEMENT FOR
TORONTO - MINNEAPOLIS / ST. PAUL SERVICE

Year Ending March 31, 1996
(000's)

	Toronto - Minneapolis Segment	Beyond Toronto / Minneapolis	Total
Revenues	$11,685	$11,508	$23,193
Expenses	9,973	2,985	13,107
Operating Profit	$1,713	$8,523	$10,085

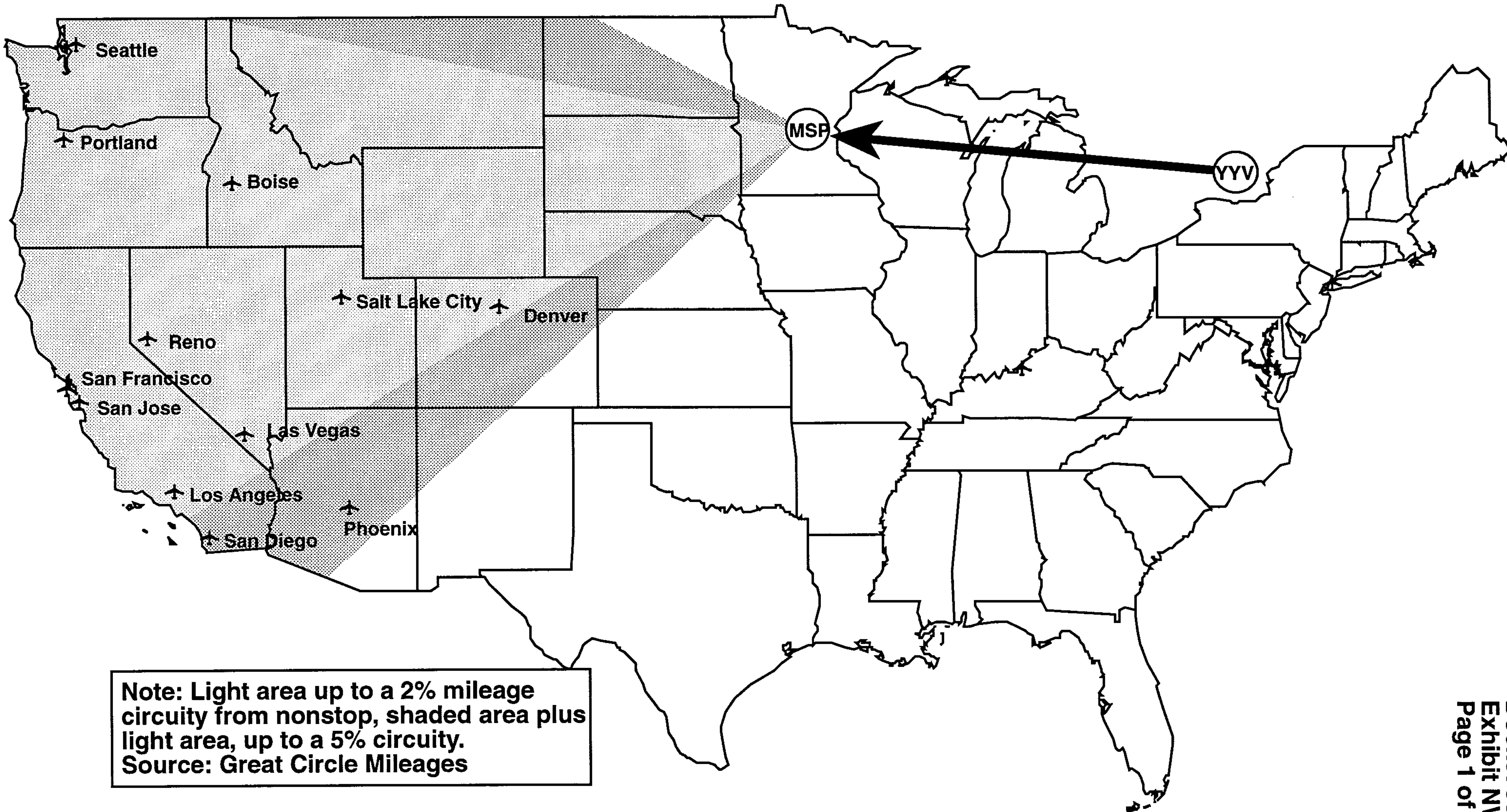
Source: Exhibit NW-401

SUMMARY OF OPERATING STATISTICS
TORONTO - MINNEAPOLIS SERVICE
Year Ending March 31, 1996

Departures Performed	1,450
Block Hours Flown	2,916
Passengers Enplaned	105,956
Available Seat Miles (000)	98,745
Revenue Passenger Miles (000)	72,156
Passenger Load Factors	73.1%

Source: Exhibit NW-402

THE PROPOSED MINNEAPOLIS/ST. PAUL GATEWAY IS AN EFFECTIVE TORONTO GATEWAY TO WESTERN U.S. MARKETS



Note: Light area up to a 2% mileage circuity from nonstop, shaded area plus light area, up to a 5% circuity.
Source: Great Circle Mileages

Docket 50168
Exhibit NW-106
Page 1 of 1

SUMMARY NARRATIVE

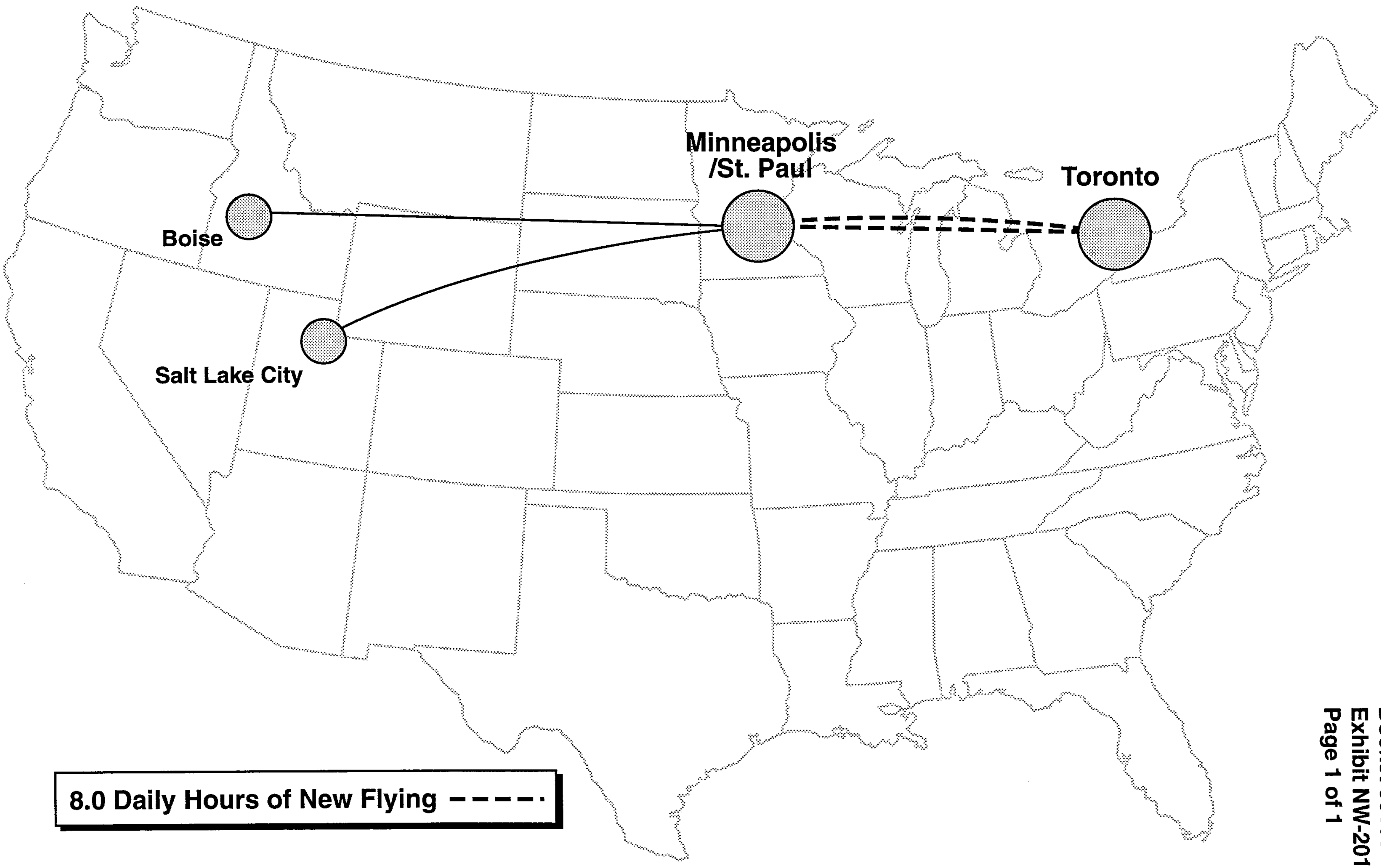
Northwest proposes to operate two daily nonstop roundtrip flights between Toronto and Minneapolis/St. Paul, to be operated with 100 seat DC-9-30 aircraft. These aircraft are being re-manufactured by Northwest so as to enhance its mechanical and avionics systems and to replace th entire interior of the aircraft. In addition, the new DC-9's will comply with Stage 3 noise requirements.

Each of these flights will operate beyond Northwest's Minneapolis/St. Paul hub to create one-stop single plane services in the Toronto-Boise and Toronto-Salt Lake City markets (Exhibits NW-201 and NW-202).

At its large Minneapolis/St. Paul hub, Northwest proposes to link Toronto with nonstop to nonstop online connections to and from 57 cities in the Western United States (Exhibit NW-203). Northwest's proposed fares and freight rates are contained in Exhibit NW-205, passenger fare conditions in Exhibit NW-206, and the weighted fare calculation used to produce passenger revenue in Exhibit NW-207. Fare usage is based on Northwest's experience in the US-Canada market. Dilution, estimated at 20%, consists of revenue dilution attributable to currency fluctuations, proration, fares not specifically shown in these exhibits (such as special promotional fares), involuntary re-routes, frequent flyer awards and upgrades, children's discounts, and interline endorsements.

AIRCRAFT ROUTING OF PROPOSED NORTHWEST TORONTO SINGLE PLANE SERVICE

One New DC-9-30 Aircraft Time Required



NORTHWEST'S PROPOSED TORONTO NONSTOP AND SINGLE PLANE SERVICES

Effective April 1, 1995

1908 D9S Daily	1900 D9S Daily		Flight Number Aircraft Days Operated		1905 D9S Daily	1909 D9S Daily
07:30 AM	05:50 PM	Lv	Toronto	Ar	03:58 PM	08:58 PM
08:36 AM	06:56 PM	Ar	Minneapolis/	Lv	01:00 PM	06:00 PM
09:25 AM	07:40 PM	Lv	St. Paul	Ar	12:02 PM	05:03 PM
	09:38 PM	Ar	Boise		08:20 AM	
11:11 AM		Ar	Salt Lake City	Lv		01:40 PM

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Jet Service

Minneapolis Arrivals	From:
11:52 AM	Duluth MN / Superior WI
11:55 AM	Seattle, WA
11:57 AM	Fargo, ND
11:57 AM	Boise, ID
12:02 PM	Las Vegas, NV
12:03 PM	Phoenix, AZ
12:03 PM	Tucson, AZ
12:03 PM	Sioux Falls, SD
12:04 PM	Omaha, NE
12:05 PM	Denver, CO
12:05 PM	Des Moines, IA
12:05 PM	Grand Forks, ND
12:06 PM	Rapid City, SD
12:09 PM	Kansas City, MO
12:10 PM	Great Falls, MT
12:12 PM	Los Angeles, CA
12:12 PM	Billings, MT
12:15 PM	Spokane, WA
12:15 PM	Salt Lake City, UT
12:15 PM	Bozeman, MT
12:16 PM	Portland, OR
12:17 PM	San Francisco, CA
12:17 PM	Sacramento, CA
12:18 PM	Bismarck, ND
12:22 PM	Albuquerque, NM
12:24 PM	Chicago, IL (ORD)
12:25 PM	Orange County, CA
12:25 PM	Minot, ND

Boise 8:20 AM Departure ——— ***12:02 PM*** ——— ***1:00 PM*** ——→ **Arrives Toronto 3:58 PM**

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Commuter Service

Minneapolis Arrivals	From:
11:55 AM	International Falls, MN
12:00 PM	Watertown, SD
12:00 PM	Wausau, WI
12:00 PM	Sioux City, IA
12:06 PM	Rapid City, SD
12:10 PM	Rhinelander, WI
12:15 PM	Bemidji, MN
12:15 PM	Mason City, IA
12:15 PM	Rockford, IL
12:15 PM	Sioux City, IA
12:20 PM	Aberdeen, SD
12:20 PM	Watertown, SD
12:22 PM	Albuquerque, NM
12:25 PM	Lincoln, NE
12:25 PM	Moline, IL
12:25 PM	Minot, ND
12:25 PM	Pierre, SD

Boise 8:20 AM Departure —— ***12:02 PM*** —— ***1:00 PM*** ——▶ **Arrives Toronto 3:58 PM**

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Jet Service

Minneapolis Arrivals	From:
4:57 PM	Seattle, WA
5:00 PM	Los Angeles, CA
5:00 PM	Phoenix, AZ
5:00 PM	Las Vegas, NV
5:04 PM	Rochester, MN
5:05 PM	Denver, CO
5:05 PM	La Crosse, WI / Winona, MN
5:06 PM	Duluth, MN / Superior, WI
5:08 PM	Great Falls, MT
5:08 PM	Kansas City, MO
5:09 PM	Dallas / Ft. Worth, TX
5:12 PM	Billings, MT
5:14 PM	Portland, OR
5:14 PM	Fargo, ND
5:16 PM	Ontario, CA
5:21 PM	Grand Forks, ND
5:23 PM	Orange County, CA
5:24 PM	Albuquerque, NM
5:24 PM	Omaha, NE
5:24 PM	Sioux Falls, SD
5:24 PM	Reno, NV
5:25 PM	Sacramento, CA
5:30 PM	Chicago, IL (ORD)

Salt Lake City 1:40 PM Departure —— ***5:03 PM*** —— ***6:00 PM*** ——→ **Arrives Toronto 08:58 PM**

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Commuter Service

Minneapolis Arrivals	From:
4:45 PM	Mason City, IA
4:55 PM	Appleton, WI
4:55 PM	Hibbing, MN
5:00 PM	Bemidji, MN
5:05 PM	Rhinelander, WI
5:10 PM	Dubuque, IA
5:15 PM	Appleton, WI
5:15 PM	Wausau, WI
5:15 PM	International Falls, MN
5:15 PM	Sioux City, IA
5:24 PM	Albuquerque, NM
5:25 PM	International Falls, MN
5:25 PM	Lincoln, NB

Salt Lake City 1:40 PM Departure — ***5:03 PM*** — ***6:00 PM*** → **Arrives Toronto 08:58 PM**

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Jet Service

Departs Toronto 7:30 AM
Arrives Minneapolis 8:36 AM → **9:25 AM** → **Arrives Salt Lake City, UT 11:11 AM**

Minneapolis Departures	To:
9:10 AM	Bismark,ND
9:10 AM	Denver, CO
9:10 AM	Minot, ND
9:10 AM	Rochester MN
9:10 AM	San Francisco, CA
9:15 AM	Great Falls, MT
9:15 AM	Omaha, NE
9:15 AM	Ontario, CA
9:15 AM	Sacramento, CA
9:15 AM	San Jose, CA
9:20 AM	Fargo, ND
9:20 AM	Grand Forks, ND
9:20 AM	Los Angeles, CA
9:20 AM	Orange County, CA
9:20 AM	Phoenix, AZ
9:25 AM	Portland, OR
9:30 AM	Des Moines, IA
9:30 AM	Seattle, WA
9:30 AM	Sioux Falls, SD
9:35 AM	Reno, NV
9:40 AM	Las Vegas, NV
9:40 AM	San Diego, CA
9:45 AM	Billings, MT
9:45 AM	Spokane, WA
9:55 AM	Rapid City, SD
10:00 AM	Chicago, IL
10:00 AM	Duluth, MN
10:10 AM	Detroit, MI

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Commuter Service

Departs Toronto 7:30 AM
Arrives Minneapolis 8:36 AM

Minneapolis Departures	To:
9:25 AM	**Arrives Salt Lake City, UT 11:11 AM**
9:10 AM	Brainerd, MN
9:10 AM	International Falls, MN
9:10 AM	Mason City, IA
9:10 AM	Minot, ND
9:10 AM	Rockford, IL
9:15 AM	Eau Claire, WI
9:15 AM	Moline, IL
9:15 AM	Saint Cloud, MN
9:15 AM	Sioux City, IA
9:20 AM	Peoria, IL
9:25 AM	Aberdeen, SD
9:30 AM	Appleton, WI
9:30 AM	Watertown, SD
9:30 AM	Bemidji, MN
9:30 AM	Wausau, WI
9:35 AM	Rhinelander, WI
9:55 AM	Rapid City, SD

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Jet Service

Departs Toronto 5:50 PM
Arrives Minneapolis 6:56 PM —— 7:40 PM → Arrives Boise, ID 9:38 PM

Minneapolis Departures	To:
7:35 PM	Billings, MT
7:35 PM	Denver, CO
7:35 PM	Grand Forks, ND
7:35 PM	Sacramento, CA
7:35 PM	San Diego, CA
7:40 PM	Albuquerque
7:40 PM	Anchorage, AS
7:40 PM	Fargo, ND
7:40 PM	Reno, NV
7:40 PM	Seattle, WA
7:40 PM	Spokane, WA
7:40 PM	Tucson, AZ
7:45 PM	Bozeman, MT
7:45 PM	Great Falls, MT
7:45 PM	Los Angeles, CA
7:45 PM	Omaha, NE
7:45 PM	Orange County, CA
7:45 PM	Rapid City, SD
7:45 PM	Sioux Falls, SD
7:50 PM	Bismark, ND
7:50 PM	Las Vegas, NV
7:50 PM	Ontario, CA
7:50 PM	Portland, OR
7:50 PM	Rochester, MN
7:50 PM	Salt Lake City, UT
7:50 PM	San Jose, CA
7:55 PM	Duluth, MN
7:55 PM	La Crosse, WI
7:55 PM	Minot, ND
7:55 PM	Phoenix, AZ
7:55 PM	San Francisco, CA

PROPOSED TORONTO ONLINE CONNECTING SERVICES

Commuter Service

Departs Toronto 5:50 PM
Arrives Minneapolis 6:56 PM → **7:40 PM** → **Arrives Boise, ID 9:38 PM**

Minneapolis Departures	To:
7:35 PM	Watertown, SD
7:35 PM	Wausau, WI
7:35 PM	Rockford, IL
7:40 PM	Albuquerque, NM
7:40 PM	Brainerd, MN
7:40 PM	Lincoln, NE
7:40 PM	Miline, Il
7:40 PM	Sioux City, IA
7:45 PM	Rapid City, SD
7:50 PM	Mason City, IA
7:50 PM	Rhinelander, WI
7:55 PM	Minot, ND
8:00 PM	Bemidji, MN
8:00 PM	Eau Claire, WI

STATEMENT OF AIRCRAFT AVAILABILITY & STARTUP DATE

All requirements for additional aircraft to operate the proposed new Toronto-Minneapolis/ St. Paul route will be met by net aircraft deliveries to Northwest and transferred aircraft from the international entity to the domestic entity. Specifically, 16 DC-90-30 aircraft which were formerly operated by Eastern Airlines will be added to the Northwest system during 1995. The initial three aircraft were delivered in February, and four more will be delivered in March, with all aircraft delivered by July 1995. All 16 aircraft will be owned by Northwest. The proposed Toronto services set out in Exhibit NW-102 require the equivalent of one full aircraft which would come from these deliveries.

Northwest would begin Toronto-Minneapolis/St. Paul nonstop service as proposed within 60 days of a final award of nonstop authority.

PROPOSED TORONTO PASSENGER FARES & FREIGHT RATES

Effective April 1, 1994
(USD)

Boise

				From US	From Canada
Passenger Fares:	First Class	F	OW	1,222	1,067
		F27	OW	774	736
		BUP	OW	444	422
	Coach	Y	OW	644	612
		M27	OW	445	423
	Excursion	ME7CNR	1/2RT	259	246
		HE14CNR	1/2RT	223	211
Freight Rates: (per lb.)		Minimum Charge:		28	27
	Weight Breaks:	100 Pounds		0.370	0.313
		440 Pounds		0.350	0.299
		1,100 Pounds		0.340	0.281

Minneapolis/St. Paul

				From US	From Canada
Passenger Fares:	First Class	F	OW	702	668
		F27	OW	439	417
	Coach	Y	OW	499	475
		B27	OW	311	296
	Excursion	HE7CNR	1/2RT	180	171
		QE14CNR	1/2RT	156	148
Freight Rates: (per lb.)		Minimum Charge:		28	27
	Weight Breaks:	100 Pounds		0.300	0.281
		440 Pounds		0.270	0.252
		1,100 Pounds		0.240	0.234

PROPOSED TORONTO PASSENGER FARES & FREIGHT RATES

Effective April 1, 1994
(USD)

Salt Lake City

				From US	From Canada
Passenger Fares:	First Class	F	OW	1,089	1,035
		F27	OW	751	714
		BUP	OW	420	399
	Coach	Y	OW	609	579
		M27	OW	421	400
	Excursion	ME7CNR	1/2RT	246	234
		HE14CNR	1/2RT	210	200
Freight Rates: (per lb.)		Minimum Charge:		28	27
	Weight Breaks:	100 Pounds		0.390	0.313
		440 Pounds		0.370	0.299
		1,100 Pounds		0.350	0.281

Note: Exchange rate based on $1.3883 (Order 95-2-57, Appendix A, Page 3).

Source: Northwest Passenger Tariffs
Northwest Bulk General Commodity Freight Forwarder Tariff

PROPOSED FARE CONDITIONS

Instant Purchase Excursion Fares:

Fare Codes:	HE14CNR ME7CNR VE7CNR KE14CNR BE7CNR ME14CNR HE7CNR QE14CNR HE14CNR
Advance Purchase:	Tickets must be purchased 7 or 14 days prior to commencement of travel, as indicated by the fare code.
Payment And Ticketing:	Tickets must be issued not later than one day after reservations are made.
Minimum Stay:	Overnight Saturday.
Cancellation Penalty:	100%.

ESTIMATED WEIGHTED AVERAGE FARES

Effective April 1, 1994
(USD)

Boise-Toronto

				From U.S. BOI>YYZ	From Canada YYZ>BOI	Passenger Distribution	Weighted Average All Fares	Weighted Average Excluding First Class
Revenue Per Passenger								
Full Fare								
	First Class	F	OW	1,122	1,067			
		F27	OW	774	736	1%	751	
		BUP	OW	444	422	6%	431	
	Coach	Y	OW	644	612			
		M27	OW	445	423	1%	432	432
		Subtotal					471	432
Discount								
	Excursion	ME7CNR	1/2RT	259	246	46%	252	252
		HE14CNR	1/2RT	223	211	46%	217	217
		Subtotal					235	235
Before Dilution						100%	254	237
Other Dilution							20%	20%
After Dilution							**203**	**190**

ESTIMATED WEIGHTED AVERAGE FARES

Effective April 1, 1994
(USD)

Minneapolis/St. Paul-Toronto

			From U.S. MSP>YYZ	From Canada YYZ>MSP	Passenger Distribution	Weighted Average All Fares	Weighted Average Excluding First Class
Revenue Per Passenger							
Full Fare							
First Class	F	OW	702	668			
	F27	OW	439	417	7%	426	
Coach	Y	OW	499	475			
	B27	OW	311	296	7%	302	302
	Subtotal					364	302
Discount							
Excursion	HE7CNR	1/2RT	180	171	43%	175	175
	QE14CNR	1/2RT	156	148	43%	152	152
	Subtotal					164	164
Before Dilution					100%	192	174
Other Dilution						20%	20%
After Dilution						**154**	**139**

ESTIMATED WEIGHTED AVERAGE FARES

Effective April 1, 1994
(USD)

Salt Lake City-Toronto

			From U.S. SLC>YYZ	From Canada YYZ>SLC	Passenger Distribution	Weighted Average All Fares	Weighted Average Excluding First Class
Revenue Per Passenger							
Full Fare							
First Class	F	OW	1,089	1,035			
	F27	OW	751	714	1%	729	
	BUP	OW	420	399	6%	407	
Coach	Y	OW	609	579			
	M27	OW	421	400	1%	409	409
	Subtotal					448	409
Discount							
Excursion	ME7CNR	1/2RT	246	234	46%	240	240
	HE14CNR	1/2RT	210	200	46%	205	205
	Subtotal					223	223
Before Dilution					100%	241	225
Other Dilution						20%	20%
After Dilution						**193**	**180**

Note: Exchange rate based on $1.3883 (Order 95-2-57, Appendix A, Page 3).

Source:
Northwest Passenger Tariffs
Exhibit NW-205

SUMMARY NARRATIVE

Introduction

Northwest has forecast O&D passenger traffic for each Toronto city pair where single plane service is proposed, Toronto-Minneapolis, Toronto-Boise and Toronto-Salt Lake City (Exhibit NW-301). In addition, Northwest has forecast O&D passenger traffic for each Toronto city pair where online connecting services are proposed. Toronto interline connecting passengers traveling beyond Minneapolis in markets where Northwest would provide connecting service has been estimated at 4% of online passengers. Public Counsel's Information Responses have been used as the passenger traffic data source. Exhibits PC-IR-2D and NW-302 provide the calendar year 1993 base year Toronto O&D passengers.

Market Growth

Average annual growth rates over a five-year period from 1988 to 1993 were calculated from Exhibits PC-IR-2D and NW-302 and reduced by up to one-half to reflect historic trends indicative of normalized traffic growth. These adjusted growth rates were applied to the calendar year 1993 base year traffic to obtain the market size for the forecast year of 12 months ending March 31, 1996 (Exhibit NW-301).

Market Stimulation

Market stimulation estimates were made for the Toronto-Minneapolis, Boise and Salt Lake City single plane markets and were based on standard QSI methodology for the service increases from the base year (Exhibit NW-304). No service stimulation was applied to passenger traffic in online connecting markets.

Market Shares

Northwest market shares were based on QSI shares and were developed from QSI totals that recognize all unduplicated published services, not only single plane services, but also online and interline connecting services as well. Northwest then applied these forecast share levels to the forecast year traffic. For nonstop and single plane markets, market share detail is shown in Exhibit NW-304. While specific detail is not shown for Northwest's online connecting markets, the same market share methodology was applied as for the proposed single plane markets. In proposed online connecting markets with no published services, market shares were capped at 85%.

SUMMARY NARRATIVE

Seasonality & Ramp Up

The seasonal impact on Northwest's projected Toronto-Minneapolis service is shown in Exhibit NW-305. The Toronto-Minneapolis segment is operated with two daily DC-9-30 roundtrip flights year around. As this exhibit shows, Northwest's proposed service pattern adequately accommodates market seasonality.

Northwest estimates that it will attain 75% of a normal month in the first month of Toronto-Minneapolis service, 90% of normal in the second month and achieve normal monthly traffic volumes in the third and subsequent months of operations.

PASSENGER FORECAST

Toronto-Minneapolis/St. Paul

Year Ending March 31, 1996

Between Toronto And:	CY 1993 O&D Passengers	Average Annual Growth	YE 3/96 O&D Passengers After Growth	Service Stimulation	YE 3/96 O&D Passengers After Service Stimulation	Northwest Market Share	Northwest YE 3/96 O&D Passengers
1/	2/	3/		4/		5/	
Single Plane Markets:							
Minneapolis/St. Paul, MN	51,290	1%	52,452	15%	60,319	30%	18,096
Salt Lake City, UT	16,790	5%	18,742	10%	20,617	20%	4,123
Boise, ID	1,890	10%	2,344	30%	3,047	55%	1,676
Online Connecting Markets:							
Aberdeen, SD	80	0%	80		80	75%	60
Albuquerque, NM	9,280	5%	10,359		10,359	25%	2,590
Anchorage, AK	2,360	10%	2,927		2,927	15%	439
Appleton, WI	4,030	10%	4,998		4,998	75%	3,749
Bemidji, MN	250	5%	279		279	75%	209
Billings, MT	520	5%	580		580	75%	435
Bismarck, ND	340	0%	340		340	75%	255
Bozeman, MT	580	4%	634		634	75%	475
Brainerd, MN	120	0%	120		120	75%	90
Chicago, IL	321,150	0%	321,150		321,150	1%	3,212
Dallas/Ft. Worth, TX	102,130	5%	114,006		114,006	2%	2,280
Denver, CO	39,820	2%	41,636		41,636	10%	4,164
Des Moines, IA	4,980	0%	4,980		4,980	45%	2,241
Detroit, MI	76,510	1%	78,243		78,243	2%	1,565
Duluth, MN/Superior, WI	1,230	0%	1,230		1,230	75%	923
Eau Claire, WI	200	0%	200		200	75%	150
Fargo, ND	1,320	5%	1,473		1,473	75%	1,105
Fort Dodge, IA	50	0%	50		50	75%	38
Grand Forks, ND	540	5%	603		603	75%	452
Grand Rapids, MN	80	20%	121		121	5%	6
Great Falls, MT	170	0%	170		170	75%	128
Hancock, MI	160	0%	160		160	75%	120
Hibbing, MN	120	1%	123		123	75%	92
Honolulu, HI	17,290	0%	17,290		17,290	3%	519
International Falls, MN	470	20%	711		711	75%	533
Kansas City, MO	19,990	1%	20,443		20,443	10%	2,044
La Crosse, WI/Winona, MN	960	5%	1,072		1,072	75%	804
Las Vegas, NV	31,900	5%	35,609		35,609	15%	5,341
Lincoln, NE	2,170	5%	2,422		2,422	75%	1,817
Los Angeles, CA	247,580	3%	264,628		264,628	1%	2,646
Mason City, IA	170	0%	170		170	75%	128
Minot, ND	400	10%	496		496	75%	372
Missoula, MT	360	0%	360		360	75%	270
Omaha, NE	5,410	0%	5,410		5,410	45%	2,435
Ontario, CA	9,850	5%	10,995		10,995	15%	1,649
Orange County, CA	14,550	10%	18,046		18,046	15%	2,707
Phoenix, AZ	49,030	5%	54,731		54,731	10%	5,473
Pierre, SD	30	0%	30		30	75%	23
Portland, OR	13,060	5%	14,579		14,579	15%	2,187
Rapid City, SD	600	0%	600		600	75%	450
Reno, NV	5,290	2%	5,531		5,531	55%	3,042
Rhinelander, WI	280	10%	347		347	75%	260
Rochester, MN	3,710	5%	4,141		4,141	75%	3,106
Sacramento, CA	7,910	10%	9,810		9,810	40%	3,924
Saint Cloud, MN	0	0%	0		12	75%	9

PASSENGER FORECAST

Toronto-Minneapolis/St. Paul

Year Ending March 31, 1996

Between Toronto And: 1/	CY 1993 O&D Passengers 2/	Average Annual Growth 3/	YE 3/96 O&D Passengers After Growth	Service Stimulation 4/	YE 3/96 O&D Passengers After Service Stimulation	Northwest Market Share 5/	Northwest YE 3/96 O&D Passengers
San Diego, CA	32,030	10%	39,725		39,725	5%	1,986
San Francisco, CA	171,040	4%	186,847		186,847	1%	1,868
San Jose, CA	16,090	10%	19,956		19,956	10%	1,996
Seattle, WA	29,360	4%	32,073		32,073	5%	1,604
Sioux City, IA	630	0%	630		630	75%	473
Sioux Falls, SD	1,230	0%	1,230		1,230	75%	923
Spokane, WA	3,280	5%	3,661		3,661	25%	915
St. Louis, MO	28,520	3%	30,484		30,484	10%	3,048
Thief River Falls, MN	10	10%	12		12	75%	9
Tucson, AZ	13,110	5%	14,634		14,634	20%	2,927
Waterloo, IA	740	5%	826		826	75%	620
Watertown, SD	70	0%	70		70	75%	53
Total Above Markets	1,363,110	3%	1,455,571		1,466,028	7%	104,831
Interline Connecting 6/							4,193
Overall Total							109,024

1/ From Exhibit NW-203.
2/ From Exhibit PC-IR-2D and Exhibit NW-302.
3/ Based on passenger growth developed from Exhibit PC-IR-2D and Exhibit NW-302.
4/ Service stimulation based on the service (QSI) change of the projected year (including new Northwest service) over the base year. See Exhibit NW-304 for single plane calculations and QSI methodology. Online connecting markets without any reported traffic in the base year are estimated to be 12 passengers in the forecast year.
5/ Northwest's new QSI share of projected year total QSI from Exhibit NW-304. Northwest's online connecting market shar estimated based on Northwest's proposed service versus other online and interline services available.
6/ Northwest estimate at four percent of online passengers.

GROWTH OF O&D PASSENGER TRAFFIC
BETWEEN TORONTO AND U.S. 48 STATES

Ranked By 1993 Traffic

Rank	Origin Code	Origin City	1988	1989	1990	1991	1992	1993
1	LGA	NEWARK, N.J./NEW YORK	746,890	798,970	832,490	714,900	737,090	741,670
2	CHI	CHICAGO, ILLINOIS, US	338,120	315,790	321,120	299,120	297,890	321,150
3	LAX	LOS ANGELES, CALIFORN	209,060	214,520	250,200	227,380	264,080	247,580
4	MIA	MIAMI, FLORIDA, USA	158,640	181,410	210,880	226,120	218,420	217,660
5	BOS	BOSTON, MASSACHUSETTS	243,730	263,630	262,450	234,150	220,870	207,990
6	TPA	TAMPA, FLORIDA, USA	123,170	158,240	216,710	195,430	214,380	206,400
7	SFO	SAN FRANCISCO, CALIFO	138,090	159,380	162,000	155,750	160,390	171,040
8	PHL	PHILADELPHIA, PA/WILM	113,830	94,460	104,240	91,920	99,020	107,190
9	DFW	DALLAS/FT. WORTH, TEX	69,210	75,890	86,440	81,680	82,130	102,130
10	ATL	ATLANTA, GEORGIA, USA	73,770	64,780	72,720	65,380	79,410	90,110
11	DTW	DETROIT, MICHIGAN, US	73,470	72,400	76,120	68,760	72,020	76,510
12	MCO	ORLANDO, FLORIDA, USA	39,200	35,650	41,350	36,010	66,580	74,340
13	MSP	MINNEAPOLIS/ST.PAUL,	49,150	52,520	51,390	49,680	48,860	51,290
14	CLE	CLEVELAND, OHIO, USA	72,870	74,320	76,440	64,950	60,800	50,990
15	PHX	PHOENIX, ARIZONA, USA	31,370	31,430	36,200	31,080	35,750	49,030
16	WAS	WASHINGTON, D.C., USA	99,300	93,900	90,300	61,040	55,730	45,970
17	BNA	NASHVILLE, TENNESSEE,	21,060	25,720	30,790	34,670	33,620	42,240
18	FLL	FT. LAUDERDALE, FLORI	43,900	21,200	22,440	20,670	39,850	40,740
19	DEN	DENVER, COLORADO, USA	36,000	35,350	38,820	34,940	35,230	39,820
20	PIT	PITTSBURGH, PENNSYLVA	38,520	20,620	23,080	25,860	35,660	32,180
21	SAN	SAN DIEGO, CALIFORNIA	17,000	18,830	23,220	23,750	26,890	32,030
22	LAS	LAS VEGAS, NEVADA, US	24,650	21,390	22,170	25,270	22,490	31,900
23	SEA	SEATTLE, WASHINGTON,	23,100	32,150	40,510	23,150	26,070	29,360
24	IAH	HOUSTON, TEXAS, USA	37,060	36,580	45,130	41,460	40,800	29,070
25	STL	ST. LOUIS, MISSOURI,	25,370	27,470	28,780	26,420	27,170	28,520
26	RDU	RALEIGH/DURHAM, NORTH	17,230	16,470	17,330	19,120	20,280	28,070
27	MSY	NEW ORLEANS, LOUISIAN	24,530	25,700	22,730	20,160	23,230	27,560
28	MKE	MILWAUKEE, WISCONSIN,	22,910	27,940	31,820	26,780	26,260	26,920
29	BDL	HARTFORD, CT/SPRINGFI	24,140	23,790	28,010	24,370	22,680	21,000
30	PBI	WEST PALM BEACH, FLOR	15,130	13,990	14,150	13,270	16,150	20,030
31	MCI	KANSAS CITY, MISSOURI	17,590	19,700	20,100	19,170	17,110	19,990
32	BWI	BALTIMORE, MARYLAND,	18,820	17,340	24,800	18,030	17,030	19,450
33	CLT	CHARLOTTE, NORTH CARO	12,350	13,310	13,630	13,870	16,200	18,680
34	RSW	FT. MYERS, FLORIDA, U	15,810	13,520	11,960	10,050	15,130	17,660
35	SLC	SALT LAKE CITY, UTAH,	11,960	11,120	12,740	12,370	13,850	16,790
36	IND	INDIANAPOLIS, INDIANA	12,860	9,400	9,940	9,420	20,350	16,710
37	SJC	SAN JOSE, CALIFORNIA,	7,250	7,860	9,150	12,360	11,090	16,090
38	SNA	SANTA ANA, CALIFORNIA	0	0	1,940	11,690	11,390	14,550
39	TUS	TUCSON, ARIZONA, USA	8,970	8,830	10,190	9,200	11,480	13,110
40	PDX	PORTLAND, OREGON, USA	9,420	9,410	10,000	8,690	10,120	13,060
41	CMH	COLUMBUS, OHIO, USA	5,240	3,870	3,810	3,120	20,430	12,700
42	SAT	SAN ANTONIO, TEXAS, U	8,210	7,910	9,850	9,530	9,080	12,650
43	GRR	GRAND RAPIDS, MICHIGA	7,260	5,620	4,350	5,590	9,540	10,870
44	MEM	MEMPHIS, TENNESSEE, U	9,620	9,340	10,430	8,340	9,770	10,370
45	SRQ	SARASOTA/BRADENTON, F	8,880	5,900	9,550	8,920	9,870	10,250
46	ONT	ONTARIO, CALIFORNIA,	5,680	6,660	6,700	9,300	7,970	9,850
47	AUS	AUSTIN, TEXAS, USA	6,480	6,240	8,570	7,650	8,550	9,410
48	ABQ	ALBUQUERQUE, NEW MEXI	4,990	4,810	5,550	5,880	6,260	9,280
49	JAX	JACKSONVILLE, FLORIDA	6,760	7,030	6,350	5,500	6,670	9,050
50	GSO	GREENSBORO/HIGH POINT	5,740	6,580	6,630	5,900	6,540	8,520
51	SMF	SACRAMENTO, CALIFORNI	4,060	3,670	4,430	5,760	7,150	7,910
52	CVG	CINCINNATI, OHIO, USA	7,930	7,810	5,110	4,990	5,200	7,590
53	SDF	LOUISVILLE, KENTUCKY,	7,070	4,270	3,690	4,890	6,820	7,530
54	ROC	ROCHESTER, NEW YORK,	19,070	23,330	22,260	14,090	11,510	7,410
55	RIC	RICHMOND, VIRGINIA, U	5,630	5,640	5,860	5,010	6,170	7,350
56	MYR	MYRTLE BEACH, SOUTH C	3,690	2,690	4,410	3,790	5,430	6,900
57	PSP	INDIO/PALM SPRINGS, C	5,420	6,100	6,420	5,310	5,290	6,810

GROWTH OF O&D PASSENGER TRAFFIC
BETWEEN TORONTO AND U.S. 48 STATES

Ranked By 1993 Traffic

Rank	Origin Code	Origin City	1988	1989	1990	1991	1992	1993
58	MSN	MADISON, WISCONSIN, U	4,860	4,080	5,300	4,970	5,720	6,650
59	GSP	GREENVILLE/SPARTANBUR	4,600	3,730	4,570	4,790	5,920	6,160
60	OMA	OMAHA, NEBRASKA, USA	4,890	5,190	4,930	4,050	4,410	5,410
61	MDT	HARRISBURG, PENNSYLVA	2,350	1,450	1,190	1,310	10,440	5,370
62	TUL	TULSA, OKLAHOMA, USA	4,950	4,680	5,240	4,700	3,940	5,320
63	RNO	RENO, NEVADA, USA	4,850	5,370	4,480	3,760	3,710	5,290
64	SBN	SOUTH BEND, INDIANA,	3,710	3,360	4,460	3,920	3,860	5,050
65	ORF	NORFOLK, VIRGINIA, US	4,510	4,970	5,740	5,430	5,140	5,020
66	DSM	DES MOINES, IOWA, USA	6,430	5,510	5,710	4,730	5,410	4,980
67	BHM	BIRMINGHAM, ALABAMA,	4,840	4,580	5,240	4,080	4,200	4,700
68	ICT	WICHITA, KANSAS, USA	3,350	3,560	3,620	3,010	3,610	4,560
69	CHS	CHARLESTON, SOUTH CAR	3,050	3,060	3,410	3,530	3,860	4,520
70	SAV	SAVANNAH, GEORGIA, US	3,540	3,070	4,600	4,030	4,380	4,490
71	DAB	DAYTONA BEACH, FLORID	6,340	2,880	4,460	3,310	4,980	4,440
72	CAE	COLUMBIA, SOUTH CAROL	3,850	3,780	3,890	3,590	3,590	4,310
73	ABE	ALLENTOWN, PENNSYLVAN	1,680	920	800	780	7,720	4,200
74	ELP	EL PASO, TEXAS, USA	2,310	2,260	2,200	2,190	2,370	4,200
75	CID	CEDAR RAPIDS/IOWA CIT	2,100	3,990	3,150	2,890	2,940	4,190
76	TYS	KNOXVILLE, TENNESSEE,	3,810	3,720	3,140	3,070	3,190	4,150
77	ATW	APPLETON, WISCONSIN,	1,780	3,200	2,730	3,880	2,950	4,030
78	PWM	PORTLAND, MAINE, USA	2,910	2,710	3,270	2,730	3,080	3,880
79	DAY	DAYTON, OHIO, USA	4,240	2,490	2,560	2,010	5,620	3,860
80	GRB	GREEN BAY, WISCONSIN,	2,690	2,660	2,940	2,900	3,130	3,860
81	OKC	OKLAHOMA CITY, OKLAHO	4,260	3,750	3,580	2,820	3,880	3,860
82	LIT	LITTLE ROCK, ARKANSAS	2,980	2,790	3,180	3,000	2,440	3,710
83	RST	ROCHESTER, MINNESOTA,	1,670	3,600	3,030	2,190	2,180	3,710
84	COS	COLORADO SPRINGS, COL	2,390	2,090	2,380	2,370	2,710	3,670
85	AZO	KALAMAZOO, MICHIGAN,	3,830	3,380	2,050	2,090	4,090	3,590
86	PFN	PANAMA CITY, FLORIDA,	2,210	2,400	4,040	2,220	3,050	3,560
87	CHA	CHATTANOOGA, TENNESSE	2,470	3,120	2,740	2,250	2,600	3,500
88	FWA	FT. WAYNE, INDIANA, U	4,140	4,480	4,070	3,730	3,650	3,430
89	GEG	SPOKANE, WASHINGTON,	1,910	1,830	1,890	1,110	1,310	3,280
90	OAK	OAKLAND, CALIF.	1,990	2,470	2,900	2,830	3,940	3,230
91	HSV	HUNTSVILLE/DECATUR, A	1,770	2,640	2,500	2,140	3,340	3,080
92	MLI	MOLINE, ILLINOIS, USA	2,220	2,490	2,440	2,450	1,850	3,030
93	LEX	LEXINGTON/FRANKFORT,	3,500	3,060	3,030	1,690	2,170	2,910
94	EGE	EAGLE, COLORADO, USA	0	0	450	2,320	1,900	2,610
95	BTR	BATON ROUGE, LOUISIAN	1,670	2,360	2,140	2,410	1,980	2,450
96	PVD	PROVIDENCE, RHODE ISL	3,130	3,480	2,280	1,870	2,430	2,410
97	HRL	HARLINGEN, TEXAS, USA	2,420	2,240	2,840	1,910	1,970	2,310
98	LNK	LINCOLN, NEBRASKA, US	1,430	1,960	1,940	1,690	1,580	2,170
99	ASE	ASPEN, COLORADO, USA	1,150	2,140	1,850	1,440	1,590	2,150
100	CRP	CORPUS CHRISTI, TEXAS	1,170	950	1,310	1,480	2,000	2,110
101	EVV	EVANSVILLE, INDIANA,	1,000	1,390	1,200	860	1,190	2,070
102	MLB	MELBOURNE, FLORIDA, U	2,780	1,520	1,710	1,460	1,640	1,990
103	MBS	SAGINAW, MICHIGAN, US	1,320	2,130	1,970	1,300	1,300	1,970
104	AVL	ASHEVILLE, NORTH CARO	1,070	1,460	1,260	1,460	1,580	1,950
105	TRI	BRISTOL, TENNESSEE, U	1,730	1,600	1,400	1,320	1,080	1,940
106	AGS	AUGUSTA, GEORGIA, USA	1,250	800	770	1,030	1,310	1,920
107	PIA	PEORIA, ILLINOIS, USA	2,240	2,680	2,680	2,040	1,550	1,920
108	BOI	BOISE, IDAHO, USA	1,070	1,290	1,610	1,200	1,460	1,890
109	TLH	TALLAHASSEE, FLORIDA,	2,860	1,440	2,100	1,590	1,890	1,890
110	PNS	PENSACOLA, FLORIDA, U	3,160	1,720	2,030	1,630	1,790	1,870
111	JAN	JACKSON, MISSISSIPPI,	1,810	1,720	1,720	1,600	1,570	1,830
112	HHH	HILTON HEAD ISLAND, S	860	380	580	670	1,850	1,810
113	ALB	ALBANY, NEW YORK, USA	3,610	3,410	3,880	1,870	1,830	1,780
114	FAT	FRESNO, CALIFORNIA, U	1,030	900	1,400	1,510	1,420	1,770

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115	MOB	MOBILE, ALABAMA, USA	1,690	1,790	2,010	1,870	1,530	1,690
116	ROA	ROANOKE, VIRGINIA, US	1,660	1,740	1,540	1,510	2,050	1,650
117	MFE	MISSION/MCALLEN, TEXA	150	160	160	1,050	1,260	1,640
118	MHT	MANCHESTER, NEW HAMPS	1,290	1,530	1,350	1,110	1,050	1,550
119	AVP	SCRANTON/WILKES-BARRE	1,310	1,420	1,250	660	1,510	1,550
120	TVC	TRAVERSE CITY, MICHIG	640	840	500	540	880	1,540
121	GNV	GAINESVILLE, FLORIDA,	2,040	840	1,240	1,300	1,510	1,530
122	BMI	BLOOMINGTON, ILLINOIS	550	980	1,130	760	1,210	1,490
123	ILM	WILMINGTON, NORTH CAR	200	630	810	740	800	1,480
124	ACY	ATLANTIC CITY, NEW JE	1,180	1,300	1,690	1,520	1,520	1,450
125	CMI	CHAMPAIGN, ILLINOIS,	360	1,090	1,440	1,240	1,480	1,410
126	LAN	LANSING, MICHIGAN, US	1,290	1,270	1,140	1,170	780	1,380
127	MGM	MONTGOMERY, ALABAMA,	1,020	1,170	720	550	680	1,360
128	VPS	VALPARAISO, FLORIDA,	790	1,270	1,770	1,160	1,320	1,330
129	FAR	FARGO, NORTH DAKOTA,	890	780	870	770	1,000	1,320
130	CSG	COLUMBUS, GEORGIA, US	200	250	570	500	640	1,250
131	DLH	DULUTH, MINNESOTA, US	1,210	1,050	950	910	1,250	1,230
132	FSD	SIOUX FALLS, SOUTH DA	1,180	1,130	1,230	710	1,120	1,230
133	SGF	SPRINGFIELD, MISSOURI	490	1,060	870	720	1,130	1,220
134	RFD	ROCKFORD, ILLINOIS, U	0	120	1,040	1,540	1,940	1,160
135	EYW	KEY WEST, FLORIDA, US	1,730	1,400	2,090	1,500	1,460	1,140
136	ISP	ISLIP/LONG ISLAND, NE	1,030	980	960	570	650	1,110
137	JAC	JACKSON, WYOMING, USA	1,190	1,060	1,360	1,440	1,330	1,110
138	BTV	BURLINGTON, VERMONT,	930	730	900	950	1,260	1,100
139	FYV	FAYETTEVILLE, ARKANSA	260	370	720	570	970	1,100
140	BGR	BANGOR, MAINE, USA	1,050	850	1,040	570	780	1,080
141	LBB	LUBBOCK, TEXAS, USA	590	640	680	220	910	1,060
142	BUR	BURBANK, CALIFORNIA,	440	790	590	850	890	1,000
143	SBA	SANTA BARBARA, CALIFO	970	1,120	1,430	1,210	1,100	990
144	CWA	WAUSAU, WISCONSIN, US	1,000	1,170	1,290	1,130	890	970
145	LSE	LA CROSSE, WISCONSIN,	720	640	710	740	640	960
146	EUG	EUGENE, OREGON, USA	590	770	710	700	830	950
147	SHV	SHREVEPORT, LOUISIANA	1,210	1,000	850	820	640	940
148	CHO	CHARLOTTESVILLE, VIRG	1,240	1,070	1,510	830	910	930
149	SPI	SPRINGFIELD, ILLINOIS	560	670	480	550	330	930
150	BUF	BUFFALO, NEW YORK, US	8,750	5,520	5,760	4,550	3,460	910
151	MRY	MONTEREY, CALIFORNIA,	750	820	730	530	740	870
152	PHF	NEWPORT NEWS/HAMPTOI	650	590	1,240	1,090	1,030	870
153	CRW	CHARLESTON, WEST VIRG	860	610	660	670	860	840
154	HPN	WHITE PLAINS, NEW YOR	490	700	700	620	470	830
155	TUP	TUPELO, MISSISSIPPI,	150	340	370	370	310	810
156	FAY	FAYETTEVILLE, NORTH C	280	120	470	340	580	800
157	ALO	WATERLOO, IOWA, USA	410	890	440	380	820	740
158	RDG	READING, PENNSYLVANIA	550	400	490	350	800	720
159	TOL	TOLEDO, OHIO, USA	1,450	790	650	660	880	720
160	LNS	LANCASTER, PENNSYLVAN	510	390	120	280	410	670
161	LYH	LYNCHBURG, VIRGINIA,	580	650	690	370	1,200	670
162	HDN	STEAMBOAT SPRINGS, CO	960	1,490	1,420	1,590	1,490	670
163	PGV	GREENVILLE, NORTH CAR	20	130	240	280	470	660
164	LFT	LAFAYETTE, LOUISIANA,	250	340	240	240	430	660
165	FLO	FLORENCE, SOUTH CAROL	160	250	360	290	540	630
166	SUX	SIOUX CITY, IOWA, USA	510	560	720	740	940	630
167	TYR	TYLER, TEXAS, USA	240	270	430	480	530	630
168	RAP	RAPID CITY, SOUTH DAK	560	680	580	580	540	600
169	BZN	BOZEMAN, MONTANA, USA	360	430	280	280	570	580
170	MAF	MIDLAND/ODESSA, TEXAS	530	660	540	350	840	570
171	MKG	MUSKEGON, MICHIGAN, U	190	90	410	210	490	570

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172	GTR	COLUMBUS, MISSISSIPPI	400	220	360	330	200	560
173	LAF	LAFAYETTE, INDIANA, U	120	510	320	250	190	560
174	SBY	SALISBURY, MARYLAND,	80	210	530	390	370	560
175	GFK	GRAND FORKS, NORTH DA	190	430	380	200	150	540
176	LEB	LEBANON, NEW HAMPSHIR	420	460	420	250	360	540
177	FNT	FLINT, MICHIGAN, USA	620	220	480	300	270	530
178	BIL	BILLINGS, MONTANA, US	340	310	400	410	370	520
179	DBQ	DUBUQUE, IOWA, USA	460	410	450	310	380	500
180	MLU	MONROE, LOUISIANA, US	300	270	570	280	330	490
181	CAK	AKRON/CANTON, OHIO, U	830	550	490	410	560	480
182	GGG	LONGVIEW, TEXAS, USA	160	180	350	220	190	480
183	IPT	WILLIAMSPORT, PENNSYL	260	360	210	340	320	480
184	ABY	ALBANY, GEORGIA, USA	200	110	240	180	340	470
185	INL	INTERNATIONAL FALLS,	120	50	100	50	150	470
186	AMA	AMARILLO, TEXAS, USA	340	370	470	430	610	450
187	JLN	JOPLIN, MISSOURI, USA	170	120	60	40	160	430
188	HKY	HICKORY, NORTH CAROLI	50	340	310	160	500	420
189	SCE	STATE COLLEGE, PENNSY	460	570	650	380	620	420
190	EWN	NEW BERN, NORTH CAROL	10	180	320	260	370	410
191	BFL	BAKERSFIELD, CALIFORN	370	390	460	380	330	400
192	CLL	COLLEGE STATION, TEXA	260	480	530	360	370	400
193	FSM	FT. SMITH, ARKANSAS,	310	300	360	480	390	400
194	LGB	LONG BEACH, CALIFORNI	1,220	1,060	970	890	620	400
195	MOT	MINOT, NORTH DAKOTA,	190	130	180	200	230	400
196	APF	NAPLES, FLORIDA, USA	480	470	770	960	460	400
197	BRL	BURLINGTON, IOWA, USA	130	180	290	180	270	390
198	PSC	PASCO, WASHINGTON, US	10	150	160	80	250	390
199	SPS	WICHITA FALLS, TEXAS	100	140	80	140	300	390
200	HTS	ASHLAND,KY/HUNTINGTON	560	520	410	330	310	380
201	ACK	NANTUCKET, MASSACHUSE	510	250	370	200	250	370
202	SWF	NEWBURGH, NEW YORK, U	0	0	10	50	520	370
203	EKO	ELKO, NEVADA, USA	170	310	220	150	350	360
204	MSO	MISSOULA, MONTANA, US	290	180	90	100	210	360
205	ACT	WACO, TEXAS, USA	260	320	260	120	200	360
206	BPT	BEAUMONT/PORT ARTHUR,	280	350	440	520	680	350
207	HVN	NEW HAVEN, CONNECTICU	360	230	340	280	360	350
208	BIS	BISMARCK, NORTH DAKOT	350	240	230	200	350	340
209	DHN	DOTHAN, ALABAMA, USA	260	180	140	220	300	340
210	IDA	IDAHO FALLS, IDAHO, U	240	370	470	150	160	330
211	MFR	MEDFORD, OREGON, USA	30	220	230	290	260	330
212	PAH	PADUCAH, KENTUCKY, US	210	220	90	40	70	330
213	SYR	SYRACUSE, NEW YORK, U	2,200	1,170	2,010	510	460	330
214	LRD	LAREDO, TEXAS, USA	90	60	180	140	290	320
215	GPT	GULFPORT/BILOXI, MISS	220	180	170	400	260	310
216	ESF	ALEXANDRIA, LOUISIANA	170	170	120	80	180	300
217	BGM	BINGHAMTON, NEW YORK,	480	620	390	80	160	290
218	DEC	DECATUR, ILLINOIS, US	170	410	520	420	700	290
219	HGR	HAGERSTOWN, MARYLAND	370	420	300	360	360	290
220	HYA	HYANNIS, MASSACHUSETT	790	580	390	240	220	290
221	ABI	ABILENE, TEXAS, USA	170	210	140	160	210	280
222	RHI	RHINELANDER, WISCONSI	130	170	250	120	130	280
223	TXK	TEXARKANA, ARKANSAS,	150	120	100	220	130	270
224	ORH	WORCESTER, MASSACHUS	150	450	90	80	210	270
225	MTJ	MONTROSE, COLORADO, U	20	40	60	30	40	260
226	BJI	BEMIDJI, MINNESOTA, U	90	130	60	20	170	250
227	GUC	GUNNISON, COLORADO, U	0	30	280	10	120	250
228	CKB	CLARKSBURG, WEST VIRG	30	70	50	0	90	240

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229	LAW	LAWTON, OKLAHOMA, USA	60	550	300	160	290	240
230	MQT	MARQUETTE, MICHIGAN,	100	220	190	180	300	240
231	PKB	PARKERSBURG, WEST VIR	380	440	220	180	300	240
232	TCL	TUSCALOOSA, ALABAMA,	40	60	240	160	170	240
233	SUN	SUN VALLEY, IDAHO, US	70	200	130	50	80	230
234	LCH	LAKE CHARLES, LOUISIA	170	180	260	210	290	220
235	SBP	SAN LUIS OBISPO, CALI	180	200	440	140	370	220
236	EAU	EAU CLAIRE, WISCONSIN	300	350	200	140	330	200
237	FNL	FORT COLLINS/LOVELAND	0	0	0	20	50	200
238	LBE	LATROBE, PENNSYLVANIA	140	50	180	170	350	200
239	FCA	KALISPELL, MONTANA, U	0	90	70	60	80	190
240	OSH	OSHKOSH, WISCONSIN, U	190	300	100	210	130	190
241	SPW	SPENCER, IOWA, USA	0	20	20	20	0	190
242	CPR	CASPER, WYOMING, USA	0	120	120	20	70	180
243	OAJ	JACKSONVILLE, NORTH C	10	50	130	110	90	180
244	SMX	SANTA MARIA, CALIFORN	50	70	100	20	90	180
245	GJT	GRAND JUNCTION, COLOR	100	110	160	120	180	170
246	GTF	GREAT FALLS, MONTANA,	120	160	130	130	100	170
247	MCW	MASON CITY, IOWA, USA	210	120	190	40	160	170
248	UIN	QUINCY, ILLINOIS, USA	70	50	140	60	100	170
249	YUM	YUMA, ARIZONA, USA	120	140	160	80	80	170
250	CMX	HANCOCK, MICHIGAN, US	370	220	230	240	130	160
251	SHD	STAUNTON, VIRGINIA, U	30	50	140	50	40	160
252	AOO	ALTOONA, PENNSYLVANIA	220	380	190	100	190	150
253	PLN	PELLSTON, MICHIGAN, U	80	40	60	40	150	150
254	SOP	PINEHURST/SOUTHERN PI	0	0	0	0	90	150
255	BQK	ST. SIMONS ISLAND, GE	10	80	110	90	140	150
256	YNG	YOUNGSTOWN, OHIO, USA	200	80	210	160	230	140
257	BDR	BRIDGEPORT, CONNECTIC	130	260	190	220	60	130
258	CBE	CUMBERLAND, MARYLAND,	0	0	0	20	120	130
259	DRO	DURANGO, COLORADO, US	0	200	40	120	200	130
260	MVY	MARTHA'S VINEYARD, MA	130	180	150	120	50	130
261	MEI	MERIDIAN, MISSISSIPPI	70	90	180	210	90	130
262	MGW	MORGANTOWN, WEST VIR(	80	60	70	0	40	130
263	OWB	OWENSBORO, KENTUCKY,	40	40	160	90	140	130
264	BLI	BELLINGHAM, WASHINGTO	0	130	150	120	160	120
265	BRD	BRAINERD, MINNESOTA,	180	110	140	120	120	120
266	HIB	CHISHOLM/HIBBING, MIN	150	100	40	60	110	120
267	COU	COLUMBIA, MISSOURI, U	80	60	90	40	70	120
268	MTH	MARATHON, FLORIDA, US	140	120	210	120	170	120
269	PUB	PUEBLO, COLORADO, USA	20	40	40	70	120	120
270	VIS	VISALIA, CALIFORNIA,	20	100	50	40	20	120
271	ILE	KILLEEN, TEXAS, USA	90	60	80	70	190	110
272	TVL	LAKE TAHOE, CALIFORNI	190	120	40	200	50	110
273	MOD	MODESTO, CALIFORNIA,	40	20	0	0	80	100
274	OTM	OTTUMWA, IOWA, USA	0	0	0	0	20	100
275	SGU	ST. GEORGE, UTAH, USA	60	20	40	0	40	100
276	AHN	ATHENS, GEORGIA, USA	0	0	40	130	110	90
277	BTM	BUTTE, MONTANA, USA	30	40	20	30	40	90
278	IMT	IRON MOUNTAIN, MICHIG	40	50	30	20	40	90
279	SJT	SAN ANGELO, TEXAS, US	60	80	100	60	180	90
280	ABR	ABERDEEN, SOUTH DAKOT	70	80	60	30	70	80
281	FMN	FARMINGTON, NEW MEXIC	0	20	70	20	0	80
282	GPZ	GRAND RAPIDS, MINNESO	20	30	10	60	70	80
283	GLH	GREENVILLE, MISSISSIP	100	60	80	140	60	80
284	MCN	MACON, GEORGIA, USA	50	60	60	70	100	80
285	TEX	TELLURIDE, COLORADO,	0	60	70	50	70	80

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286	CLD	CARLSBAD, CALIFORNIA,	0	0	0	20	10	70
287	CIC	CHICO, CALIFORNIA, US	10	0	80	60	0	70
288	ERI	ERIE, PENNSYLVANIA, U	2,310	2,640	2,610	1,360	830	70
289	LWB	GREENBRIER, WEST VIRG	180	30	120	90	220	70
290	HLN	HELENA, MONTANA, USA	50	80	0	20	20	70
291	ISO	KINSTON, NORTH CAROLI	40	110	250	110	200	70
292	RDM	REDMOND, OREGON, USA	20	100	160	20	20	70
293	ATY	WATERTOWN, SOUTH DAK	120	90	20	50	40	70
294	IYK	INYOKERN, CALIFORNIA,	40	20	20	40	20	60
295	IWD	IRONWOOD, MICHIGAN, U	0	20	0	120	140	60
296	MSL	MUSCLE SHOALS, ALABAM	130	40	20	10	0	60
297	PQI	PRESQUE ISLE, MAINE,	70	230	70	50	40	60
298	VLD	VALDOSTA, GEORGIA, US	10	20	40	40	110	60
299	INT	WINSTON-SALEM, NORTH	0	0	0	60	150	60
300	ALS	ALAMOSA, COLORADO, US	0	0	0	40	10	50
301	APN	ALPENA, MICHIGAN, USA	80	90	110	80	20	50
302	ESC	ESCANABA, MICHIGAN, U	70	90	80	30	40	50
303	FOD	FT. DODGE, IOWA, USA	20	50	10	20	90	50
304	PIB	LAUREL/HATTIESBURG,MI	0	0	10	30	0	50
305	OXR	OXNARD, CALIFORNIA, U	60	40	160	70	20	50
306	FLG	FLAGSTAFF, ARIZONA, U	60	50	90	50	40	40
307	GCN	GRAND CANYON, ARIZONA	20	40	20	0	20	40
308	GON	NEW LONDON, CONNECTIC	80	20	150	80	60	40
309	PMD	PALMDALE/LANCASTER, C	0	0	30	20	30	40
310	PIH	POCATELLO, IDAHO, USA	20	20	30	40	20	40
311	BLF	PRINCETON/BLUEFIELD,	0	0	10	20	60	40
312	PUW	PULLMAN, WASHINGTON,	0	40	20	0	10	40
313	RDD	REDDING, CALIFORNIA,	60	130	130	60	260	40
314	RKS	ROCK SPRINGS, WYOMING	20	0	0	0	20	40
315	FOE	TOPEKA, KANSAS, USA	0	90	0	0	0	40
316	TWF	TWIN FALLS, IDAHO, US	0	90	110	40	50	40
317	EAT	WENATCHEE, WASHINGTOI	20	10	30	0	0	40
318	BKW	BECKLEY, WEST VIRGINI	30	20	20	0	80	30
319	CYS	CHEYENNE, WYOMING, US	0	0	20	30	20	30
320	ACV	EUREKA/ARCATA, CALIFO	70	20	80	100	20	30
321	GCC	GILLETTE, WYOMING, US	0	20	40	0	40	30
322	JST	JOHNSTOWN, PENNSYLVAI	150	110	230	170	100	30
323	LWS	LEWISTON, IDAHO, USA	0	0	20	10	40	30
324	PIR	PIERRE, SOUTH DAKOTA,	40	50	10	0	40	30
325	RWI	ROCKY MOUNT, NORTH CA	0	20	20	0	0	30
326	SLE	SALEM, OREGON, USA	0	20	0	0	0	30
327	SHR	SHERIDAN, WYOMING, US	0	50	30	10	0	30
328	SQI	STERLING ROCK FALLS,	0	30	20	0	20	30
329	VEL	VERNAL, UTAH, USA	0	0	0	0	10	30
330	AUG	AUGUSTA, MAINE, USA	150	0	100	20	40	20
331	BKX	BROOKINGS, SOUTH DAKO	0	0	0	0	0	20
332	CDC	CEDAR CITY, UTAH, USA	0	0	0	0	30	20
333	COE	COEUR D'ALENE, IDAHO,	0	0	0	0	20	20
334	DAN	DANVILLE, VIRGINIA, U	0	20	20	10	40	20
335	FFM	FERGUS FALLS, MINNESO	0	0	0	0	0	20
336	GBD	GREAT BEND, KANSAS, U	0	0	20	0	0	20
337	HOT	HOT SPRINGS, ARKANSAS	0	0	0	10	0	20
338	MKL	JACKSON, TENNESSEE, U	80	20	0	60	20	20
339	JMS	JAMESTOWN, NORTH DAKC	20	0	30	0	0	20
340	LMT	KLAMATH FALLS, OREGON	20	0	20	0	50	20
341	HII	LAKE HAVASU CITY, ARI	0	60	10	10	0	20
342	LAR	LARAMIE, WYOMING, USA	0	20	30	90	20	20

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343	LBL	LIBERAL, KANSAS, USA	0	20	20	0	0	20
344	COD	LOVELL/CODY, WYOMING,	0	20	10	20	20	20
345	MHK	MANHATTAN, KANSAS, US	60	20	60	110	20	20
346	MWA	MARION, ILLINOIS, USA	10	20	0	0	20	20
347	LBF	NORTH PLATTE, NEBRASK	0	0	0	0	20	20
348	PLB	PLATTSBURGH, NEW YORK	0	0	30	20	0	20
349	PRC	PRESCOTT, ARIZONA, US	20	0	0	0	0	20
350	STS	SANTA ROSA, CALIFORNI	110	60	50	0	180	20
351	ALW	WALLA WALLA, WASHINGT	10	10	30	20	40	20
352	OTG	WORTHINGTON, MINNESOT	0	20	20	0	0	20
353	BRO	BROWNSVILLE, TEXAS, U	0	0	0	0	0	10
354	CEZ	CORTEZ, COLORADO, USA	0	20	0	20	0	10
355	DUJ	DU BOIS, PENNSYLVANIA	50	0	10	20	40	10
356	IPL	EL CENTRO, CALIFORNIA	20	0	20	40	0	10
357	GRI	GRAND ISLAND, NEBRASK	0	60	0	20	20	10
358	HRO	HARRISON, ARKANSAS, U	0	0	20	50	10	10
359	ITH	ITHACA, NEW YORK, USA	170	70	30	0	0	10
360	JBR	JONESBORO, ARKANSAS,	0	0	0	0	0	10
361	MMH	MAMMOTH LAKES, CALIFO	0	0	0	0	0	10
362	MTO	MATTOON, ILLINOIS, US	40	120	0	0	0	10
363	CLM	PORT ANGELES, WASHING	30	30	0	20	60	10
364	ROW	ROSWELL, NEW MEXICO,	0	10	60	0	0	10
365	SLK	SARANAC LAKE, NEW YOR	0	0	0	0	10	10
366	SOW	SHOW LOW, ARIZONA, US	0	0	0	0	0	10
367	TVF	THIEF RIVER FALLS, MI	0	10	40	20	20	10
368	TTN	TRENTON, NEW JERSEY,	0	20	80	20	90	10
369	VCT	VICTORIA, TEXAS, USA	20	0	0	10	60	10
370	WYS	WEST YELLOWSTONE, MOI	10	0	0	0	0	10
371	YKM	YAKIMA, WASHINGTON, U	50	90	60	70	110	10
372	AND	ANDERSON, SOUTH CAROL	0	0	0	0	80	0
373	BHB	BAR HARBOR, MAINE, US	70	20	30	20	0	0
374	BEH	BENTON HARBOR, MICHIG	0	20	20	0	0	0
375	BMG	BLOOMINGTON, INDIANA,	0	40	10	0	0	0
376	BBX	BLUE BELL, PENNSYLVAN	350	230	430	90	0	0
377	BXC	BOXBOROUGH, MASSACHU	0	0	20	0	0	0
378	BFD	BRADFORD, PENNSYLVANI	20	10	10	10	0	0
379	BHC	BULLHEAD CITY, ARIZON	0	20	0	0	20	0
380	CGI	CAPE GIRARDEAU, MISSO	10	0	30	20	20	0
381	MDH	CARBONDALE, ILLINOIS,	0	10	0	0	0	0
382	CNM	CARLSBAD, NEW MEXICO,	20	20	0	0	0	0
383	CDR	CHADRON, NEBRASKA, US	0	10	0	0	0	0
384	CCR	CONCORD, CALIFORNIA,	40	30	40	10	0	0
385	DNV	DANVILLE, ILLINOIS, U	110	70	50	0	0	0
386	DVL	DEVILS LAKE, NORTH DA	20	0	0	0	0	0
387	HTO	EAST HAMPTON, NEW YOR	10	90	0	0	0	0
388	ELD	EL DORADO, ARKANSAS,	0	0	0	10	0	0
389	EKI	ELKHART, INDIANA, USA	0	20	0	0	0	0
390	EKN	ELKINS, WEST VIRGINIA	20	0	0	0	0	0
391	ELM	ELMIRA, NEW YORK, USA	30	20	0	20	0	0
392	FRM	FAIRMONT, MINNESOTA,	10	20	20	0	0	0
393	GAD	GADSDEN, ALABAMA, USA	30	0	0	0	0	0
394	GBG	GALESBURG, ILLINOIS,	0	20	0	0	0	0
395	GCK	GARDEN CITY, KANSAS,	0	20	20	0	20	0
396	GLD	GOODLAND, KANSAS, USA	0	20	0	0	0	0
397	HYS	HAYS, KANSAS, USA	0	20	0	0	0	0
398	HQM	HOQUIAM/ABERDEEN, WAS	0	0	10	0	0	0
399	HON	HURON, SOUTH DAKOTA,	10	0	60	0	0	0

GROWTH OF O&D PASSENGER TRAFFIC
BETWEEN TORONTO AND U.S. 48 STATES

Ranked By 1993 Traffic

Rank	Origin Code	Origin City	1988	1989	1990	1991	1992	1993
400	JHW	JAMESTOWN, NEW YORK,	0	0	0	20	0	0
401	EAR	KEARNEY, NEBRASKA, US	0	30	40	40	0	0
402	EEN	KEENE, NEW HAMPSHIRE,	100	0	0	0	0	0
403	LCI	LACONIA, NEW HAMPSHIR	10	20	0	0	0	0
404	COD	LOVELL/CODY, WYOMING,	10	0	0	0	0	0
405	MBL	MANISTEE, MICHIGAN, U	10	0	0	0	0	0
406	MKT	MANKATO, MINNESOTA, U	0	0	0	10	0	0
407	MFD	MANSFIELD, OHIO, USA	0	70	0	0	0	0
408	MNM	MENOMINEE, MICHIGAN,	20	20	20	0	30	0
409	MCE	MERCED, CALIFORNIA, U	30	0	0	20	0	0
410	MHE	MITCHELL, SOUTH DAKOT	0	0	0	0	20	0
411	MGR	MOULTRIE/THOMASVILLE,	20	0	0	0	0	0
412	MIE	MUNCIE, INDIANA, USA	20	20	30	0	0	0
413	OFK	NORFOLK, NEBRASKA, US	0	0	10	0	30	0
414	OTH	NORTH BEND, OREGON, U	0	20	0	0	30	0
415	FKL	OIL CITY/FRANKLIN, PA	30	0	0	20	50	0
416	PGA	PAGE, ARIZONA, USA	0	0	30	0	0	0
417	PDT	PENDLETON, OREGON, US	0	0	0	0	10	0
418	PNC	PONCA CITY, OKLAHOMA,	0	10	0	0	20	0
419	POU	POUGHKEEPSIE, NEW YOR	410	630	160	0	0	0
420	PVC	PROVINCETOWN, MASSACH	190	10	0	0	20	0
421	RIW	RIVERTON, WYOMING, US	10	40	0	20	20	0
422	RKD	ROCKLAND, MAINE, USA	80	0	10	0	20	0
423	RUT	RUTLAND, VERMONT, USA	30	0	0	0	0	0
424	SLN	SALINA, KANSAS, USA	0	0	0	0	30	0
425	SNA	SANTA ANA, CALIFORNIA	6,470	7,880	7,020	0	0	0
426	SAF	SANTA FE, NEW MEXICO,	0	50	0	0	20	0
427	CIU	SAULT STE. MARIE, MIC	10	10	20	10	0	0
428	BFF	SCOTTSBLUFF, NEBRASKA	0	120	20	0	20	0
429	SCK	STOCKTON, CALIFORNIA,	60	0	30	90	40	0
430	TSM	TAOS, NEW MEXICO, USA	0	40	40	0	0	0
431	HUF	TERRE HAUTE, INDIANA,	40	220	310	60	150	0
432	UCA	UTICA, NEW YORK ,USA	20	0	10	10	0	0
433	WHR	VAIL, COLORADO, USA	80	50	0	0	0	0
434	VRB	VERO BEACH, FLORIDA,	40	160	140	0	20	0
435	WLM	WALTHAM, MASSACHUSET	0	0	20	0	0	0
464	INW	WINSLOW, ARIZONA, USA	20	0	0	0	0	0
		Total Toronto to 48 States	3,433,300	3,506,960	3,786,420	3,416,760	3,657,850	3,799,560
		Annual Growth		**2.1%**	**8.0%**	**-9.8%**	**7.1%**	**3.9%**
		Average Annual Growth						**2.0%**

HISTORIC ROUNDTRIP SINGLE PLANE SERVICE IN TORONTO - U.S. MARKETS

August 1988, 1993 And 1994

		Daily Roundtrip Single Plane Frequency (August) 1/					
		1988		1993		1994	
Between Toronto And:	Carrier	Non-Stop	Total	Non-Stop	Total	Non-Stop	Total
Albany, NY	DL*		0		3	3	3
	FH		3		0		0
Allentown	AC*	1	3		0		0
Atlanta	AA		0		1		0
	DL		0		3		3
	EA		4		0		0
Baltimore	AC*		0	3	3	3	3
	US*		0	4	4	4	4
Birmingham	DL		0		1		0
Boston	AC	4	4	4	4	5	5
	AL	4	4		0		0
	DL*		0		2		1
	NW		0		1		0
	US		0	4	4	3	3
Buffalo	AL	3	3		0		0
	EA	2	2		0		0
	4S	4	4		0		0
Charlotte	US		0		1		0
Chicago	AA	5	5	4	4	5	5
	AC	3	3	5	5	6	6
	UA	5	5	6	6	5	5
Cincinnati	DL*	5	5	5	5	6	6
Cleveland	AC*	4	4	5	5	8	8
	AL	4	4		0		0
	US		0	1	1	1	1
Columbus, OH	AC*	4	5		0		0
Dallas/Ft. Worth	AA	3	4	4	4	3	3
Dayton	AC*	2	3		0		0
	US*		0		2	2	2

HISTORIC ROUNDTRIP SINGLE PLANE SERVICE IN TORONTO - U.S. MARKETS

August 1988, 1993 And 1994

		Daily Roundtrip Single Plane Frequency (August) 1/					
		1988		1993		1994	
Between Toronto And:	Carrier	Non-Stop	Total	Non-Stop	Total	Non-Stop	Total
Des Moines	DL*		0		0		1
Detroit	NW	5	5	6	6	5	5
Erie	AL	2	2		0		0
Fort Lauderdale	DL		0		1		0
	EA		1		0		0
	US		0		1		0
Grand Rapids, MI	AC*		2		0		0
Greensboro	US*		0		1		0
Harrisburg	AC*	3	3		0		0
Hartford	AC*	2	2	3	3	3	3
	DL*	3	3	2	2	2	2
Honolulu	CP		0		0	1	1
Houston	AA		2		4		3
	AC		0	2	2	2	2
Indianapolis	AC*	2	2		0		0
	AL		1		0		0
	US*		0		2	1	3
Kansas City	DL*		0		0		1
Lexington	DL*		1		0		0
Los Angeles	AA		0		0		2
	AC	3	3	3	3	3	3
Madison	NW		1		0		0
Miami	AA		0		1		1
	AC	2	2	3	3	3	3
	DL		0	1	1	1	1
	EA	1	1		0		0

HISTORIC ROUNDTRIP SINGLE PLANE SERVICE IN TORONTO - U.S. MARKETS

August 1988, 1993 And 1994

Between Toronto And:	Carrier	Daily Roundtrip Single Plane Frequency (August) 1/ 1988 Non-Stop	1988 Total	1993 Non-Stop	1993 Total	1994 Non-Stop	1994 Total
Minneapolis	NW		0		3		1
Nashville	AA		0	4	5	3	4
Newport News	US*		0		0		1
New York/Newark	AA	7	7	7	7	7	7
	AC	9	9	12	12	13	13
	AC*		0	4	4	3	3
	AL		2		0		0
	DL*		0		1		4
	OU	4	4		0		0
Norfolk	US*		0		1		0
Orlando	DL		0		1		1
	EA		1		0		0
Philadelphia	AL		3		0		0
	EA	3	3		0		0
	US		0	5	5	5	5
Pittsburgh	AL		4		0		0
	CP*	4	4	0	0	0	0
	DL		0	3	3	3	3
	EA	2	2		0		0
Portland, OR	UA		0		0		1
Providence	DL*		0		2		1
Raleigh/Durham	AA		0		2		2
Rochester, NY	AL	5	5		0		0
	OU	3	3		0		0
	US		0	3	3	3	3
	4S	4	4		0		0
Saginaw	AC*	2	2		0		0
St. Louis	AA		0		0		1
	DL*		0		0		1

HISTORIC ROUNDTRIP SINGLE PLANE SERVICE IN TORONTO - U.S. MARKETS

August 1988, 1993 And 1994

Between Toronto And:	Carrier	Daily Roundtrip Single Plane Frequency (August) 1/ 1988 Non-Stop	1988 Total	1993 Non-Stop	1993 Total	1994 Non-Stop	1994 Total
San Francisco	AA		1		0		0
	AC	2	2	2	2	3	3
	NW		0		0		1
	UA		0	1	2	1	1
San Jose	AA		0		0		1
Seattle	AA		0		1		0
	UA		0		1		0
Syracuse	DL*		0	3	3	4	4
	FH	3	3		0		0
Tampa	AC	1	1	2	2	1	1
	DL		0	2	2	2	2
	US		0		0		2
Washington, DC	AL		5		0		0
	DL*		0	4	4	5	5
	US		0		3		3
	US*		0		1		1
West Palm Beach	AL		1		0		0
Total		125		117		128	
Average Annual Growth:							
1988-1993				-1.3%			
1993-1994						9.4%	

1/ Total frequency includes all nonstop, one-stop and two-stop daily roundtrip services.

Source: Official Airline Guide

ESTIMATED MARKET SHARES AND SERVICE STIMULATION

Year Ending March 31, 1996

Published One-Way Service In Both Directions								
				Weekly		Market	Increase From	Indicated Service
Between Toronto And	Carrier	Equip.	Stops	Flights	QSI 1/	Share	Base Year	Stimulation
Minneapolis/St. Paul								
Base Year	NW	757	1	20	14.30			
	UA/UA	73S/757	1	41	11.28			
	AA/AA	100/757	1	35	9.63			
	AA/AA	M80/M80	1	21	5.78			
	UA/UA	73S/733	1	14	3.85			
	NW/NW	757/757	1	7	2.50			
	UA/UA	73S/72S	1	7	1.93			
	UA/UA	72S/72S	1	7	1.93			
	AA/AA	100/M80	1	7	1.50			
	AC/NW	D9S/D9S	1	7	0.96			
	AC/UA	D9S/73S	1	6	0.83			
	NW/AC	757/D9S	1	5	0.69			
	AA/AC	100/D9S	1	6	0.64			
	NW/NW	757/72S	1	1	0.28			
	Subtotal				56.10	66.7%		
Forecast Year	NW	D9S	0	28	28.00	**33.3%**		
	Total				84.10	100.0%	49.9%	**15.5%**
Salt Lake City								
Base Year	AA	M80	1	7	3.85			
	AA/AA	M80/757	1	28	7.70			
	UA/UA	733/757	1	21	5.78			
	AA/AA	M80/M80	1	7	1.93			
	UA/UA	72S/72S	1	7	1.93			
	UA/UA	757/72S	1	7	1.93			
	DL/AC	757/767	1	7	1.25			
	DL*/DL	CRJ/757	1	7	0.77			
	DL/DL*	L10/CRJ	1	7	0.77			
	AC/DL	D9S/72S	1	5	0.69			
	Subtotal				26.60	77.6%		
Forecast Year	NW	D9S	1	14	7.70	**22.4%**		
	Total				34.30	100.0%	28.9%	**9.9%**
Boise								
Base Year	UA/AC	733/320	1	7	1.93			
	UA/UA	757/72S	1	7	1.93			
	UA/UA	757/733	1	7	1.93			
	Subtotal				5.79	42.9%		
Forecast Year	NW	D9S	1	14	7.70	**57.1%**		
	Total				13.49	100.0%	133.0%	**29.8%**

Note: Service stimulation has not been estimated for online connecting markets to be conservative. Market shares have been calculated for Toronto online connecting services using the same methodology. Where no base year service is published, market share is capped at 75%

1/ QSI values for online and interline connecting services weighted at one-half and one-fourth, respectively.

Source: Exhibit NW-102
Official Airline Guide, Summer (August) 1994

PASSENGER FORECAST INCORPORATING SEASONALITY AND SERVICE RAMP UP

Toronto-Minneapolis/St. Paul

Year Ending March 31, 1996

			Toronto-Minneapolis/St. Paul					
			Northwest	Normal Year		Ramp-Up Year		
Year	Month	Toronto Seasonality	Available Seats	O&D Passengers	Load Factor	Ratio	O&D Passengers	Load Factor
		1/	2/	3/				
1995	April	0.0776	11,890	8,460	71.2%	0.75	6,345	53.4%
	May	0.0874	12,281	9,529	77.6%	0.90	8,576	69.8%
	June	0.0887	11,890	9,670	81.3%	1.00	9,670	81.3%
	July	0.0887	12,281	9,670	78.7%	1.00	9,670	78.7%
	August	0.0951	12,281	10,368	84.4%	1.00	10,368	84.4%
	September	0.0911	11,890	9,932	83.5%	1.00	9,932	83.5%
	October	0.0951	12,281	10,368	84.4%	1.00	10,368	84.4%
	November	0.0700	11,890	7,632	64.2%	1.00	7,632	64.2%
	December	0.0722	12,282	7,872	64.1%	1.00	7,872	64.1%
1996	January	0.0728	12,282	7,937	64.6%	1.00	7,937	64.6%
	February	0.0718	11,470	7,828	68.2%	1.00	7,828	68.2%
	March	0.0895	12,282	9,758	79.4%	1.00	9,758	79.4%
YE March 31, 1966		1.0000	145,000	109,024	75.2%		105,956	73.1%

1/ Based on the combined two-year onflight O&D passenger totals (April 1992 - March 1994) in the Toronto-Chicago (AA) and Detroit (NW) markets from Exhibit PC-IR-1D.

2/ Northwest's 100 seat DC9-30 at two daily roundtrips after 99% performance.

3/ From Exhibit NW-108.

Docket 50168
Exhibit NW-305

SUMMARY NARRATIVE

The financial results of Northwest's proposed Toronto-Minneapolis/St. Paul nonstop service are contained in this section of exhibit materials. In conforming to the ground rules established by the Department, the forecast year is the year ending March 31, 1996. The base year for traffic is the year ended December 31, 1993, and for expenses the year ended September 30, 1994 (Northwest's Domestic Entity). Passenger fares and freight rates are those that would have been effect at April 1, 1994.

During the forecast year, Northwest expects to develop $ 23.2 million in total revenues in providing new Toronto-Minneapolis/St. Paul services, including those revenues developed beyond the Minneapolis/St. Paul hub (Exhibits NW-401 and NW-403). Subtracting the cost of providing these new services provides Northwest with a pre-tax $ 10.1 million in earnings (Exhibit NW-401).

INCOME STATEMENT
TORONTO - MINNEAPOLIS / ST. PAUL SERVICE
Year Ending March 31, 1996

($ 000)	Toronto - Minneapolis Segment	Beyond Toronto / Minneapolis	Total
Operating Revenue:			
Passenger 1/	11,028	10,842	21,870
Freight & Mail 2/	193	211	404
Transport Related 3/	463	455	919
Total Operating Revenue	11,685	11,508	23,193
Operating Expenses: 4/			
Flying Operations	2,899	0	2,899
Maintenance	1,130	0	1,130
Passenger Service	889	404	1,293
Aircraft Servicing	658	0	658
Traffic Servicing	1,281	208	1,489
Reservations & Sales	2,053	1,953	4,005
Advertising & Publicity	190	207	398
General & Administrative	400	125	525
Depreciation & Amortization	382	0	382
Transport Related Expenses	90	88	178
Startup Expenses			150
Total Operating Expenses	9,973	2,985	13,107
Operating Profit	1,713	8,523	10,085

1/ Source: Exhibit NW-403

2/ Cargo ton miles from Exhibit NW-402 multiplied by Northwest's Domestic entity cargo yield experience for the year ending September 30, 1994.

3/ Northwest's Domestic entity experience for the year ending September 30, 1994.

4/ Source: Exhibit NW-404

OPERATING STATISTICS
TORONTO - MINNEAPOLIS / ST. PAUL SERVICE
Year Ending March 31, 1996

Aircraft Type:	DC-9-30
First Class seats	12
Coach seats	88
Aircraft Departures:	
Scheduled	1,464
Performed @ 99%	1,450
Nonstop Miles	681
Revenue Aircraft Miles	987,450
Revenue Block Hours:	
Per Flight Eastbound	1 hour 58 minutes
Per Flight Westbound	2 hours 6 minutes
Annual Flown	2,916
Onboard Passengers 1/	105,956
Available Seats	145,000
Passenger Load Factor	73.1%
Revenue Passenger Miles (000) 2/	
Toronto - Minneapolis / St. Paul Segment	72,156
Beyond	78,577
Available Seat Miles (000)	
Toronto - Minneapolis / St. Paul Segment	98,745
Passengers Enplaned	
Beyond Toronto - Minneapolis / St. Paul 3/	80,936
Cargo Pounds: 4/	
Mail	564,745
Freight	1,042,607
Freight & Mail Ton Miles (000)	
Toronto - Minneapolis / St. Paul Segment	547
Beyond 5/	596

OPERATING STATISTICS
TORONTO - MINNEAPOLIS / ST. PAUL SERVICE
Year Ending March 31, 1996

Flight Attendant Block Hours 6/	7,290
Weighted Dptrs. - Gross Lndg Weight (000) 7/	71.8
Crew Cost Weighted Departures (000) 8/	680
Fuel Consumed (gallons) 9/	2,118,896
Startup Expenses (Marketing) 10/	$150,000

1/ Source: Exhibit NW-305

2/ RPMs calculated by applying route mileages to Passenger Forecast shown in NW-301. RPMs then adjusted for Service Ramp Up.

3/ Equals online connecting passengers.

4/ Cargo is forecast for the Toronto-Minneapolis segment by applying 5.33 pounds per passenger for mail and 9.84 pounds per passenger for freight based on current experience in the Toronto - Chicago / Detroit markets.

5/ Equals relationship of beyond to on segment RPMs.

6/ Flight Attendant Block Hours equals Block Hours times Northwest's average DC-9-30 staffing level of 2.50

7/ Weighted Departures equal Departures multiplied by the DC-9-30 Maximum Gross Landing Weight of 49.5 tons.

8/ Crew Cost Weighted Departures equal Departures multiplied by the average DC-9-30 crew cost per block hour of $469.

9/ Fuel Consumed based on DC-9-30 fuel burn from Northwest's Performance Engineering Tables.

10/ Startup expenses to be incurred will be those for the new marketing program.

PASSENGER REVENUES
TORONTO - MINNEAPOLIS / ST. PAUL SERVICE
Year Ending March 31, 1996

	Passengers 1/	Yield 2/	Toronto - Minneapolis / St. Paul Segment RPMs (000's)	Toronto - Minneapolis / St. Paul Segment Revenue ($ 000)	Beyond Toronto - Minneapolis / St. Paul Segment RPMs (000's)	Beyond Toronto - Minneapolis / St. Paul Segment Revenue ($ 000)	Total RPMs (000's)	Total Revenue ($ 000)
Between Toronto and:								
Single Plane Markets:								
Minneapolis / St. Paul , MN	18,096	22.61	12,323	2,787	0	0	12,323	2,787
Salt Lake City, UT	4,123	11.53	2,808	324	4,094	472	6,902	796
Boise, ID	1,676	11.12	1,141	127	1,917	213	3,059	340
Online Connecting Markets	80,936	13.99	55,117	7,711	74,840	10,470	129,958	18,181
Interline Connecting Markets	4,193	13.99	2,855	399	0	0	2,855	399
Total -- Normal Year	109,024	14.51	74,245	11,348	80,852	11,155	155,097	22,503
Total -- Ramp Up Year 3/	105,956	14.51	72,156	11,028	78,577	10,842	150,733	21,870

1/ Source: Exhibit NW-301

2/ Yields for single plane markets based on estimated weighted average fares from Exhibit NW-207
Yields for other markets based on Northwest's Domestic Entity average yield for the year ending September 30, 1994

3/ Service Ramp Up based on Exhibit NW-305

CALCULATION OF FORECAST OPERATING EXPENSES
TORONTO - MINNEAPOLIS SERVICE
Year Ending March 31, 1996

Cost Pool	Unit Costs 1/	Unit Basis	Number of Units 2/ Toronto - Minneapolis	Number of Units 2/ Beyond Segments	Amount ($ 000) Toronto - Minneapolis	Amount ($ 000) Beyond Segments	Amount ($ 000) Total
Flying Operations							
DC-9-30							
Pilots / Copilots	469.09	Block Hours	2,916		1,368		1,368
Fuel / Oil 3/	0.590	Fuel Gallons (000)	2,119		1,250		1,250
Aircraft Rental	62.58	Block Hours	2,916		182		182
Other	33.86	Block Hours	2,916		99		99
Total Flying Operations					2,899	0	2,899
Maintenance							
DC-9-30							
Direct Maintenance	173.99	Block Hours	2,916		507		507
Maintenance Burden	178.52	Block Hours	2,916		521		521
Other	1,420.34	Weighted Departures (MGLW --Tons in 000's)	71.8		102		102
Total Maintenance					1,130	0	1,130
Passenger Service							
Flight Attendants Expense	64.85	Flight Attendant Block Hours	7,290		473		473
Food Expense	3.64	RPM's (000)	72,156	78,577	263	286	549
Other In-Flight Expense	1,451.10	Passenger Enplanements (000)	105.956	80.936	154	117	271
Total Passenger Service					889	404	1,293
Aircraft Servicing							
Line Servicing Expense	5,637.27	Weighted Departures (MGLW --Tons in 000's)	71.8		405		405
Control Expense	43.59	Crew Cost Weighted Departures (000)	680		30		30
Landing Fees 4/	154.44	Departures	1,450		224		224
Total Aircraft Servicing					658	0	658
Traffic Servicing							
Directly Assignable to Passengers	2,572.83	Passenger Enplanements (000)	105.956	80.936	273	208	481
Directly Assignable to Cargo	14,044.47	Weighted Departures (MGLW --Tons in 000's)	71.8		1,008	0	1,008
Total Traffic Servicing					1,281	208	1,489
Reservations & Sales							
Directly Assignable to Passengers	4,406.89	Passenger Enplanements (000)	105.956	80.936	467	357	824
Passenger Commissions 5/	11.2%	Passenger Revenue (000)	11,028	10,842	1,235	1,214	2,449
Directly Assignable to Cargo	5.37	Freight and Mail RTM's (000)	547	596	3	3	6
Cargo Commissions	2.3%	Cargo Revenue (000)	193	211	4	5	9
Not Directly Assignable	4.76	RPM's (000)	72,156	78,577	343	374	717
Total Reservations & Sales					2,053	1,953	4,005
Advertising & Publicity							
Directly Assignable to Passengers	2.51	RPM's (000)	72,156	78,577	181	197	378
Directly Assignable to Cargo	0.81	Freight and Mail RTM's (000)	547	596	0	0	1
Not Directly Assignable	0.12	RPM's (000)	72,156	78,577	9	10	18
Total Advertising & Publicity					190	207	398
General & Administration	4.4%	Cash Expenses ($000)	9,190	2,860	400	125	525
Depreciation & Amortization							
Depreciation -- Flight Equipment							
DC-9-30	77.78	Block Hours	2,916		227		227
Depreciation -- Ground Prop. & Equip.	1,517.02	Weighted Departures (MGLW --Tons in 000's)	71.8		109		109
Amortization -- Flight Equipment							
DC-9-30	0.26	Block Hours	2,916		1		1
Amortization -- Other Than Flight Equip.	635.62	Weighted Departures (MGLW --Tons in 000's)	71.8		46		46
Total Depreciation & Amort.					382	0	382
Transport Related Expenses	19.4%	Transport Related Revenue	463	455	90	88	178

1/ Source: Exhibit NW-405

2/ Source: Exhibit NW-402

3/ Fuel burn based on Nothwest's Performance Engineering Tables multiplied by the average fuel cost rate at Toronto and Minneapolis / St. Paul

4/ Landing fees based on cost rates for Toronto and Minneapolis / St. Paul

5/ Passenger Commission rates based on Northwest's experience in US-Canada Markets.

DERIVATION OF NORTHWEST'S DOMESTIC ENTITY UNIT COSTS

Year Ending September 30, 1994

Cost Pool	Domestic Cost ($ 000)	Unit Basis	Units	Rate
Flying Operations				
DC-9-30				
Pilots / Copilots	108,782	Block Hours	231,901	469.09
Fuel / Oil	98,659	Block Hours	231,901	425.44
Aircraft Rental	14,513	Block Hours	231,901	62.58
Other	7,852	Block Hours	231,901	33.86
Maintenance				
DC-9-30				
Direct Maintenance	40,349	Block Hours	231,901	173.99
Maintenance Burden	41,400	Block Hours	231,901	178.52
Other	50,658	Weighted Departures (MGLW --Tons in 000's)	35,666	1,420.34
Passenger Service Expense				
Flight Attendants Expense	235,044	Flight Attendant Block Hours	3,624,301	64.85
Food Expense	122,240	RPM's (000)	33,560,949	3.64
Other In-Flight Expense	56,230	Passenger Enplanements (000)	38,750	1,451.10
Aircraft Servicing Expense				
Line Servicing Expense	201,059	Weighted Departures (MGLW --Tons in 000's)	35,666	5,637.27
Control Expense	12,102	Crew Cost Weighted Departures (000)	277,613	43.59
Landing Fees	98,807	Weighted Departures (MGLW --Tons in 000's)	35,666	2,770.34
Traffic Servicing				
Directly Assignable to Passengers	99,697	Passenger Enplanements (000)	38,750	2,572.83
Directly Assignable to Cargo	500,910	Weighted Departures (MGLW --Tons in 000's)	35,666	14,044.47
Reservations & Sales				
Directly Assignable to Passengers	170,767	Passenger Enplanements (000)	38,750	4,406.89
Passenger Commissions	510,660	Passenger Revenue (000)	4,688,769	10.9%
Directly Assignable to Cargo	4,895	Freight and Mail RTM's (000)	911,692	5.37
Cargo Commissions	7,279	Cargo Revenue (000)	322,306	2.3%
Not Directly Assignable	159,601	RPM's (000)	33,560,949	4.76
Advertising & Publicity				
Directly Assignable to Passengers	84,235	RPM's (000)	33,560,949	2.51
Directly Assignable to Cargo	739	Freight and Mail RTM's (000)	911,692	0.81
Not Directly Assignable	4,100	RPM's (000)	33,560,949	0.12
General & Administration	184,618	Cash Expenses ($000)	4,238,451	4.4%
Depreciation & Amortization				
Depreciation -- Flight Equipment				
DC-9-30	18,037	Block Hours	231,901	77.78
Depreciation -- Ground Prop. & Equip.	54,106	Weighted Departures (MGLW --Tons in 000's)	35,666	1,517.02
Amortization -- Flight Equipment				
DC-9-30	60	Block Hours	231,901	0.26
Amortization -- Other Than Flight Equip.	22,670	Weighted Departures (MGLW --Tons in 000's)	35,666	635.62
Transport Related Expenses	38,561	Transport Related Revenue	198,500	19.4%

Source: US DOT Form 41 Reports, 12 Months Ended September 30, 1994

PROPOSED FORM OF CERTIFICATE FOR NORTHWEST'S PROPOSED TORONTO-MINNEAPOLIS/ST. PAUL ROUTE

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.

CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY

for Route ___

This certifies that

NORTHWEST AIRLINES, INC.

is authorized, subject to the provisions of Title IV of the Federal Aviation Act of 1958, as amended, the orders, rules, and regulations issued thereunder, and the attached terms, conditions, and limitations, to engage in foreign air transportation of persons, property and mail.

This certificate is not transferable without the approval of the Department of Transportation.

By Direction of the Secretary

____
____
____

Issued by Order ______________
On ______________
Effective on ______________

PROPOSED FORM OF CERTIFICATE FOR NORTHWEST'S PROPOSED TORONTO-MINNEAPOLIS/ST. PAUL ROUTE

Terms, Conditions & Limitations

Northwest Airlines, Inc.

is authorized to engage in foreign air transportation of persons, property and mail:

Between the terminal point Minneapolis/St. Paul, Minnesota, on the one hand, and the terminal point Toronto, Ontario, Canada on the other.

This authority is subject to the following provisions:

(1) The holder shall at all times conduct its operations in accordance with the regulations prescribed by the Department of Transportation for the services authorized by this certificate.

(2) The holder shall maintain in effect liability insurance coverage in amounts not less than those required under Part 205 of the Department's Regulations (14 C.F.R. 205) for all operations under this certificate.

(3) The holder shall at all times conduct its operations in accordance with all treaties and agreements between the United States and other countries, and the exercise of the privileges granted by this certificate is subject to compliance with such treaties and agreements and with any orders of the Department issued under them or for the purpose of requiring compliance with them.

(4) The exercise of the authority granted here is subject to the holder's first obtaining from the appropriate foreign governments such operating rights as may be necessary.

(5) The holder may continue to serve regularly any point through the airport it last used regularly to serve that point before the effective date of this certificate. Upon compliance with such procedures as may be prescribed by the Department of Transportation, the holder may, in addition, regularly serve any point it is authorized to serve through any convenient airport.

(6) The holder acknowledges that this certificate is granted to determine if the holder's projected services, efficiencies, methods, rates, fares, charges, and other projected results will, in fact, materialize and remain for a sustained period of time, and to determine whether the holder will provide the air transportation it proposed in its application for this authority.

(7) The holder shall file initial tariffs at levels no higher than those stipulated in EXHIBIT NW-205 submitted in Docket 50168, adjusted to reflect increases in Canada industry average costs accruing after the date for which the fare proposal in that exhibit was calculated.

(8) Failure to maintain insurance coverage as required by Part 205 or to comply with Federal Aviation Act or the Department's regulations shall be sufficient grounds to revoke this certificate.

PROPOSED FORM OF CERTIFICATE FOR NORTHWEST'S PROPOSED TORONTO-MINNEAPOLIS/ST. PAUL ROUTE

This certificate shall become effective __________________; provided, however,, that prior to the date on which the certificate would otherwise become effective, the Department, either on its own initiative or upon the timely filing of a petition for reconsideration of the order issuing this certificate, may by order or orders extend such effective date from time to time. It shall expire ___________________; provided, however, that if the holder inaugurates service under this certificate on or before that date, the authorization will continue in effect for five years after its effective date unless the Department earlier suspends, modifies or deletes the authority.

NORTHWEST'S ANSWERS TO THE INTERROGATORIES

(1) Will the carrier, if selected as a backup, accept a condition in its certificate which (a) permits it to implement authority within the first year should the primary carrier withdraw from the market, and (b) expires at the end of one year should the authority not be activated?

Answer: Yes.

(2) Will the carrier selected for the primary authority accept a condition in the certificate requiring institution of service by a date specified by the Department?

Answer: Yes.

What date should the Department specifiy?

Answer: 60 days after the final order assuming all governmental approvals are received.

SUMMARY NARRATIVE

Introduction

Northwest's proposal to serve Toronto from its ideally positioned Minneapolis/St. Paul hub will produce relatively non-circuitous service to an area embracing most of the states West of the Mississippi River with 57 million people, or 22% of the total US population (Exhibits NW-605 and NW-609). Indeed, service between Toronto and Minneapolis/St. Paul is a high priority for Northwest.

While Toronto has been relatively well provided with service to the Eastern US where the market is served through eleven gateway cities, for service to the Western half of the United States it has been required to rely on circuitous routings, backhauls from the West Coast (both Los Angeles and San Francisco are served nonstop), and on a single relatively non-circuitous but highly congested gateway, Chicago O'Hare.

The Western half of the United States without competitive, non-circuitous gateway access to Toronto must be the focus of this proceeding. Among the gateways under consideration, Minneapolis/St. Paul stands out as providing the least circuitous connecting point for the largest number of presently unserved Toronto-48 State passengers and the largest percentage of the United States population presently without adequate Toronto service.

Northwest proposes to connect Toronto to its Minneapolis/St. Paul hub with two daily nonstop roundtrips and, through that hub, to provide:

SUMMARY NARRATIVE

- one-stop single plane service to Boise, Idaho, and Salt Lake City, Utah (Exhibits NW-201 and NW-202); and
- nonstop-to-nonstop online connecting service to 57 Toronto-US markets that together generate 87% of all Toronto-48 State traffic in markets presently without nonstop service (Exhibits NW-101, NW-203, NW-301 and NW-603).

The Minneapolis/St. Paul gateway permits non-circuitous service to the US markets West of the Mississippi. This area includes:

- the largest population of the country without in-region gateway service (Exhibit NW-609),
- a large volume of Toronto scheduled traffic not presently receiving nonstop service, and
- a large number of cities in Toronto's top 20 markets in the Western United States without nonstop service (Exhibit NW-601).

The Primary Need in this Proceeding is for the Provision of Improved Service to the Western Half of the United States

Today, more than 70% of all Toronto-48 State scheduled air travel involves points East of the Mississippi. The top four markets, New York, Miami, Chicago and Boston, generate nearly 40% of total Toronto-48 State traffic. New York alone generates 71% as much traffic as the entire area West of the Mississippi (Exhibit NW-602).

SUMMARY NARRATIVE

The majority of air service between Toronto and the Western half of the United States moves on North-South flights to/from gateways in the East. Indeed, it has little choice. Although four of the nine US cities with nonstop jet service to/from Toronto are West of the Mississippi, each is so poorly positioned geographically as to be an ineffective gateway. Two, San Francisco and Los Angeles, are beyond the service area, and therefore, require substantial backhauls for passengers using them as a gateway to other parts of the West. The other two, Dallas/Ft. Worth and Houston, are so far to the South as to provide only highly circuitous access to all but a small portion of the Western half of the US (Exhibit NW-607). As a result, slot controlled and congested Chicago O'Hare is the principal gateway for Toronto to the entire Western half of the United States.

Thus 90%, or all but twelve of the 128 daily nonstop Toronto-48 State flights, including commuter flights, operate to/from points in the Eastern one-third of the United States (Exhibit NW-303). Even without a single interior gateway able to provide non-circuitous service to a significant part of the region, the area West of the Mississippi produces one million annual passengers, 27% of the Toronto-48 State total (Exhibit NW-601). Given that today the majority of Toronto traffic to points West of the Mississippi must move over circuitous routings, either via Canadian points, cities in the US to the South, or via a backhaul over Los Angeles or San Francisco, it should not be surprising that the historic traffic levels have been suppressed.

Services to Toronto from the Western Half of the United States Can Only be Provided Through Gateways

Clearly, the Toronto markets are too numerous to be served nonstop and in most cases are developmental because of the dampening effect on the market of having had little direct service. Given the paucity of gateways effectively serving the Western half of the United States, virtually every traffic producing city West of the Mississippi will be served effectively with nonstop-to-

SUMMARY NARRATIVE

nonstop connecting service provided by Northwest over its Minneapolis/St. Paul hub (Exhibits NW-202, NW-203 and NW-301).

During the three-year transition period for Toronto-US service as envisioned by the Framework, the US should attempt to provide the broadest spectrum of public benefits to the largest array of underserved US-Toronto markets by authorizing service via a uniquely well-positioned new gateway. Toronto access via Minneapolis/St. Paul will provide an essential competitive spur to the existing Chicago gateway, generating new Toronto traffic for the area West of the Mississippi and creating new opportunities in an open skies regime.

In an unrestricted regime, Boston and Toronto should support roughly equal levels of service to the area West of the Mississippi. However, because of gateway service suppression resulting from an antiquated bilateral regime, Toronto's traffic development to the United States has been distorted and even structurally discouraged. While Boston itself is not particularly well served to the West, Toronto markets in the Western half of the United States would generate at least another 130,000 annual passengers at Boston's development levels (Exhibit NW-602).

By Virtue of Geography, Minneapolis/St. Paul is Perfectly Situated to be the Connecting Gateway Between Toronto and the Western Half of the United States

Geography dictates that Minneapolis/St. Paul be one of the gateways selected for service to Toronto. And, as documented in Exhibit NW-106, Northwest has designed a service proposal which fulfills the opportunity created by geography. Fully 22% of the US population can be served over Minneapolis/St. Paul with no more than a 5% circuity, most of that without circuity (defined as circuity up to 2% from a nonstop routing). This service area includes 16 of the top 25 cities that presently lack nonstop service from Toronto. Indeed, the Minneapolis/St. Paul

SUMMARY NARRATIVE

nonstop connecting service provided by Northwest over its Minneapolis/St. Paul hub (Exhibits NW-202, NW-203 and NW-301).

During the three-year transition period for Toronto-US service as envisioned by the Framework, the US should attempt to provide the broadest spectrum of public benefits to the largest array of underserved US-Toronto markets by authorizing service via a uniquely well-positioned new gateway. Toronto access via Minneapolis/St. Paul will provide an essential competitive spur to the existing Chicago gateway, generating new Toronto traffic for the area West of the Mississippi and creating new opportunities in an open skies regime.

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By Virtue of Geography, Minneapolis/St. Paul is Perfectly Situated to be the Connecting Gateway Between Toronto and the Western Half of the United States

Geography dictates that Minneapolis/St. Paul be one of the gateways selected for service to Toronto. And, as documented in Exhibit NW-106, Northwest has designed a service proposal which fulfills the opportunity created by geography. Fully 22% of the US population can be served over Minneapolis/St. Paul with no more than a 5% circuity, most of that <u>without circuity</u> (defined as circuity up to 2% from a nonstop routing). This service area includes 16 of the top 25 cities that presently lack nonstop service from Toronto. Indeed, the Minneapolis/St. Paul

SUMMARY NARRATIVE

gateway will provide non-circuitous routings for 20 of Toronto's top Western-48 State traffic producers. In total, Toronto-48 States traffic in all markets with no more than 5% circuity when served over Northwest's Minneapolis/St. Paul hub represented 750,000 passengers in 1993 (Exhibit NW-608).

Today, all of these cities are served either with a backhaul over Los Angeles or San Francisco or via a gateway in the Eastern United States. While Chicago, by default, has served as one of Toronto's primary gateways to the Western United States, Minneapolis/St. Paul provides the most direct access to the more Northerly points in the West (Exhibit NW-606). For those Central and Southwestern cities that may be conveniently served form either Chicago or Minneapolis/St. Paul, Northwest's service will introduce significant new inter-gateway competition and give passengers more service options. And Chicago is both slot controlled and congested, inhibiting further the incentive of carriers to develop Toronto-US traffic flows when existing services compete for scare Chicago slots and facilities.

Minneapolis/St. Paul Requires Direct Access to the Industrial and Commercial Heart of Canada

Quite apart from their role as a gateway through which the maximum number of non-circuitous and low circuity routings can be provided between Toronto and the Western United States, the cities of Minneapolis and St. Paul, and the surrounding economic region require nonstop service to Toronto. In 1993, the Minneapolis/St. Paul-Toronto market represented 51,290 O&D passengers and was the largest market West of the Mississippi without nonstop service (Exhibit PC-IR-2D).

Situated as it is on the Canadian border, Minnesota has substantial economic ties to Canada. With the implementation of NAFTA, those ties will rapidly become stronger and more

SUMMARY NARRATIVE

numerous. And while all of the US is becoming more economically involved with Canada, in the decades ahead, Minnesota and other Canadian border states will continue to be in the vanguard.

Canada is by far Minnesota's largest trading partner, accounting annually for the export of more than $1.5 billion in goods, nearly a quarter of the state's total exports (Exhibit NW-612). The diversity of these exports reflects and supports Minnesota's diversified and increasingly high-tech economy. These include food and other agricultural products, of course, but they are in third place on the list of Minnesota's Canadian exports. The largest sectors, in order, are transportation equipment, industrial machinery, food and related, electronic equipment and scientific instruments (Exhibit NW-613). Ninety-four Canadian companies already operate affiliates in Minnesota. Collectively, Canadians have invested $2.5 billion in Minnesota plant and equipment, about 20% of total foreign investment in Minnesota, creating more than 10,000 jobs (Exhibit NW-614). The number of such affiliates can be expected to increase rapidly with improved air service.

More than other states, those on the Canadian border are already participating in the NAFTA-led opening of Canada to the US economy. Thus it is particularly important that these states have immediate improved access to Toronto and the rest of Ontario, the industrial, commercial and financial heart of Canada.

TORONTO'S US MARKETS WEST OF THE MISSISSIPPI RIVER ARE SIGNIFICANTLY UNDER DEVELOPED

Toronto - U.S. 48 States	1993 O&D Passengers	Percent of Total Market	Passengers Per Day Each Way
Eastern	2,760,793	72.6%	3,782
Western	1,040,760	27.4%	1,426
Total	3,801,553	100.0%	5,208

TORONTO'S US MARKETS WEST OF THE MISSISSIPPI RIVER ARE SIGNIFICANTLY UNDER DEVELOPED

Rank	Market: Toronto	1993 O&D Passengers	Percent of Total Market	Passengers Per Day Each Way
1	New York, NY (LGA)	741,670	26.9%	1,016
2	Chicago, IL	321,150	11.6%	440
3	Miami, FL	217,660	7.9%	298
4	Boston, MA	207,990	7.5%	285
5	Tampa, FL	206,400	7.5%	283
6	Philadelphia, PA	107,190	3.9%	147
7	Atlanta, GA	90,110	3.3%	123
8	Detroit, MI	76,510	2.8%	105
9	Orlando, FL	74,340	2.7%	102
10	Cleveland, OH	50,990	1.8%	70
11	Washington, DC	45,970	1.7%	63
12	Nashville, TN	42,240	1.5%	58
13	Ft. Lauderdale, FL	40,740	1.5%	56
14	Pittsburgh, PA	32,180	1.2%	44
15	Raleigh / Durham, NC	28,070	1.0%	38
16	Milwaukee, WI	26,920	1.0%	37
17	Hartford, CT	21,000	0.8%	29
18	West Palm Beach, FL	20,030	0.7%	27
19	Baltimore, MD	19,450	0.7%	27
20	Charlotte, NC	18,680	0.7%	26
	Other Eastern Markets	371,503	13.5%	509
	Total Eastern Markets: Toronto - U.S. 48 States	**2,760,793**	**100.0%**	**3,782**

TORONTO'S US MARKETS WEST OF THE MISSISSIPPI RIVER ARE SIGNIFICANTLY UNDER DEVELOPED

Rank	Market: Toronto	1993 O&D Traffic	Percent of Total Market	Passengers Per Day Each Way
1	Los Angeles, CA	247,580	23.8%	339
2	San Francisco, CA	171,040	16.4%	234
3	Dallas / Ft. Worth, TX	102,130	9.8%	140
4	Minneapolis / St. Paul, MN	51,290	4.9%	70
5	Phoenix, AZ	49,030	4.7%	67
6	Denver, CO	39,820	3.8%	55
7	San Diego, CA	32,030	3.1%	44
8	Las Vegas, NV	31,900	3.1%	44
9	Seattle, WA	29,360	2.8%	40
10	Houston, TX	29,070	2.8%	40
11	St. Louis, MO	28,520	2.7%	39
12	New Orleans, LA	27,560	2.6%	38
13	Kansas City, MO	19,990	1.9%	27
14	Salt Lake City, UT	16,790	1.6%	23
15	San Jose, CA	16,090	1.5%	22
16	Santa Ana, CA	14,550	1.4%	20
17	Tucson, AZ	13,110	1.3%	18
18	Portland, OR	13,060	1.3%	18
19	San Antonio, TX	12,650	1.2%	17
20	Ontario, CA	9,850	0.9%	13
	Other Western Markets	85,340	8.2%	117
	Total Western Markets: Toronto - 48 States	**1,040,760**	**100.0%**	**1,426**
	Total Toronto - 48 States	**3,801,553**		

Source: Exhibit PC-IR-2E

FOR EXAMPLE, TO EQUAL BOSTON'S RELATIVE DEVELOPMENT OF U.S. WESTERN MARKETS, TRAFFIC IN TORONTO'S U.S. WESTERN MARKETS WILL NEED TO INCREASE BY 130,000 PASSENGERS

1993 Levels

Toronto-U.S. 48 States Western Markets	O&D Passengers	Percent Of Total
Current Development 1/	1,040,760	27.4%
At Boston Experience	1,170,878	30.8% 2/
Passenger Increase	130,118	

1/ From Exhibit NW-302

2/ From page 2 of this exhibit.

FOR EXAMPLE, TO EQUAL BOSTON'S RELATIVE DEVELOPMENT OF U.S. WESTERN MARKETS, TRAFFIC IN TORONTO'S U.S. WESTERN MARKETS WILL NEED TO INCREASE BY 130,000 PASSENGERS

1993 Levels

Boston- 48 States	O&D Passengers	Percent Of Total
Eastern	11,083,570	69.2%
Western 1/	4,942,350	30.8%
Total	16,025,920	100.0%

1/ All markets west of the Mississippi River.

Source: U.S. DOT Origin-Destination Passenger Survey, Table 8
Exhibit NW-302

TORONTO MARKETS WITH NONSTOP SERVICE REPRESENT ONLY 63% OF TORONTO'S US 48 STATES TRAFFIC

Rank	Market: Montreal	1993 O&D Traffic
1	New York, NY	741,670
2	Chicago, IL	321,150
3	Los Angeles, CA	247,580
4	Miami, FL	217,660
5	Boston, MA	207,990
6	Tampa, FL	206,400
7	Philadelphia, PA	107,190
8	Dallas, TX	102,130
9	Detroit, MI	76,510
10	Cleveland, OH	50,990
11	Washington, DC	45,970
12	Nashville, TN	42,240
13	Pittsburgh, PA	32,180
14	Houston, TX	29,070
15	Rochester, NY	7,410
	Total Nonstop Markets	2,436,140
	Total Toronto - 48 States Market	3,837,220
	% Toronto - US 48 States Served Nonstop	63.5%

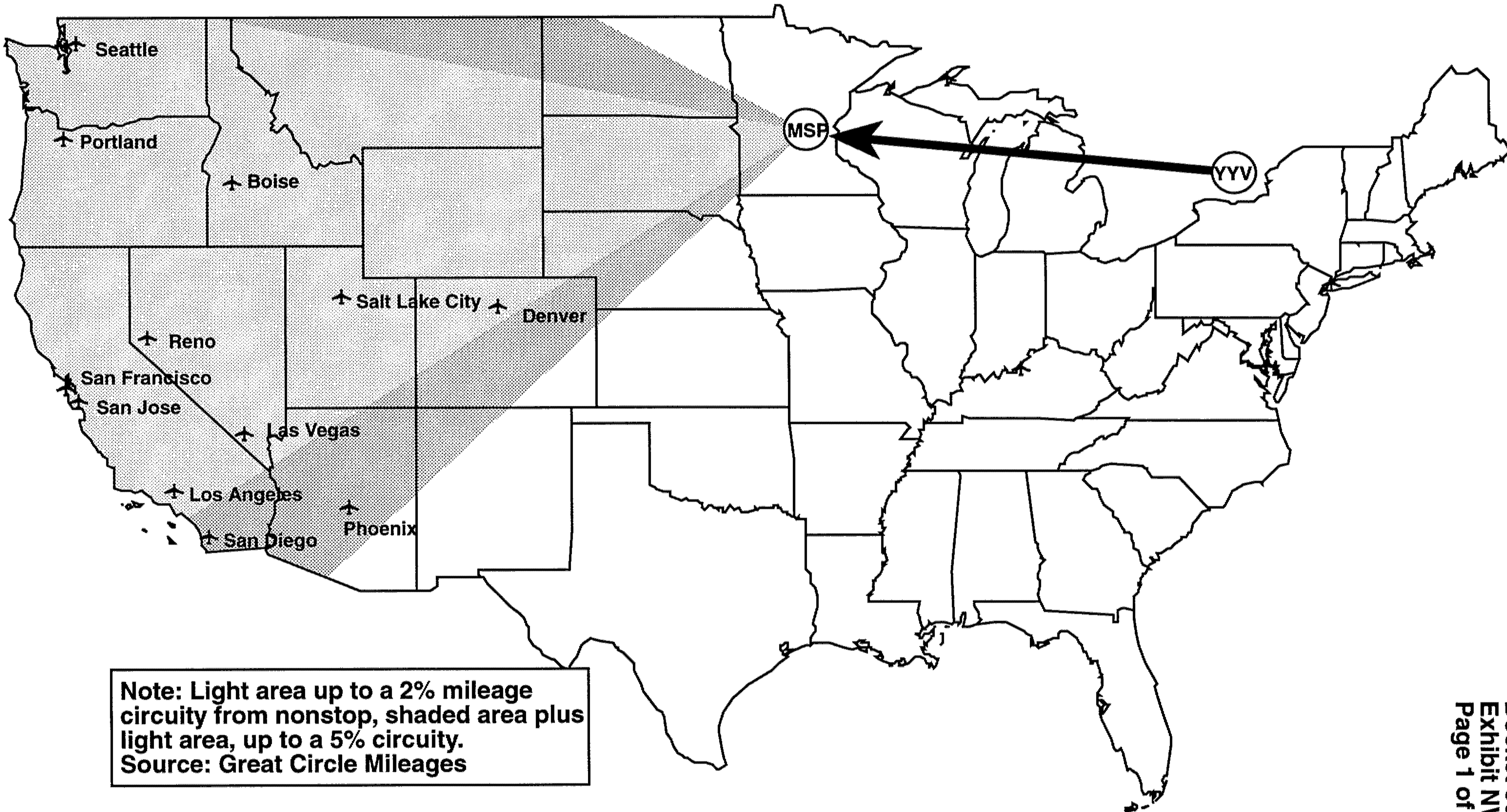
Source: Exhibit PC-IR-2A
Official Airline Guide, February 1995

CIRCUITY OF MSP, ORD and DFW ROUTINGS FOR TORONTO'S TOP WESTERN MARKETS

		% Longer than Nonstop		
Rank	Toronto to:	via MSP	via ORD	via DFW
1	Los Angeles, CA	1.9%	0.4%	11.9%
2	San Francisco, CA	0.5%	1.2%	17.9%
3	Minneapolis / St. Paul, MN	0.0%	13.8%	201.5%
4	Phoenix, AZ	4.3%	0.1%	10.2%
5	Denver, CO	3.5%	0.9%	38.8%
6	San Diego, CA	2.6%	0.2%	9.9%
7	Las Vegas, NV	2.0%	0.5%	16.0%
8	Seattle, WA	1.0%	4.8%	38.7%
9	Salt Lake City, UT	0.8%	1.7%	31.8%
10	San Jose, CA	0.6%	1.1%	17.6%
11	Santa Ana, CA	2.1%	0.3%	11.4%
12	Portland, OR	0.5%	3.9%	34.3%
13	Ontario, CA	2.1%	0.4%	12.1%

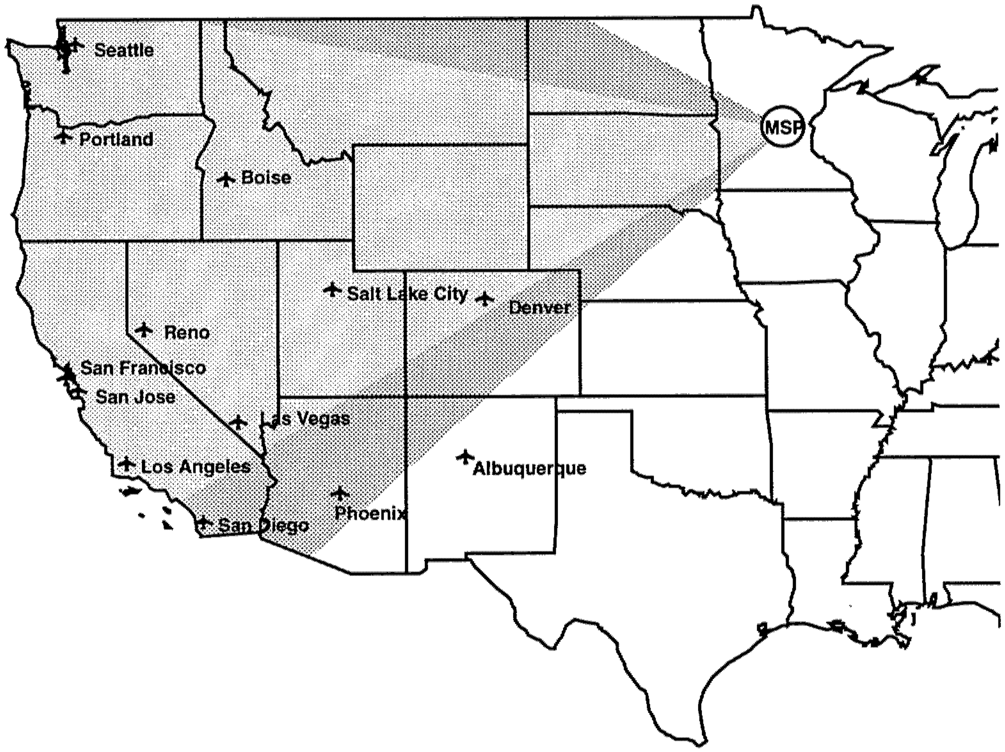
Source: Great Circle Mileages

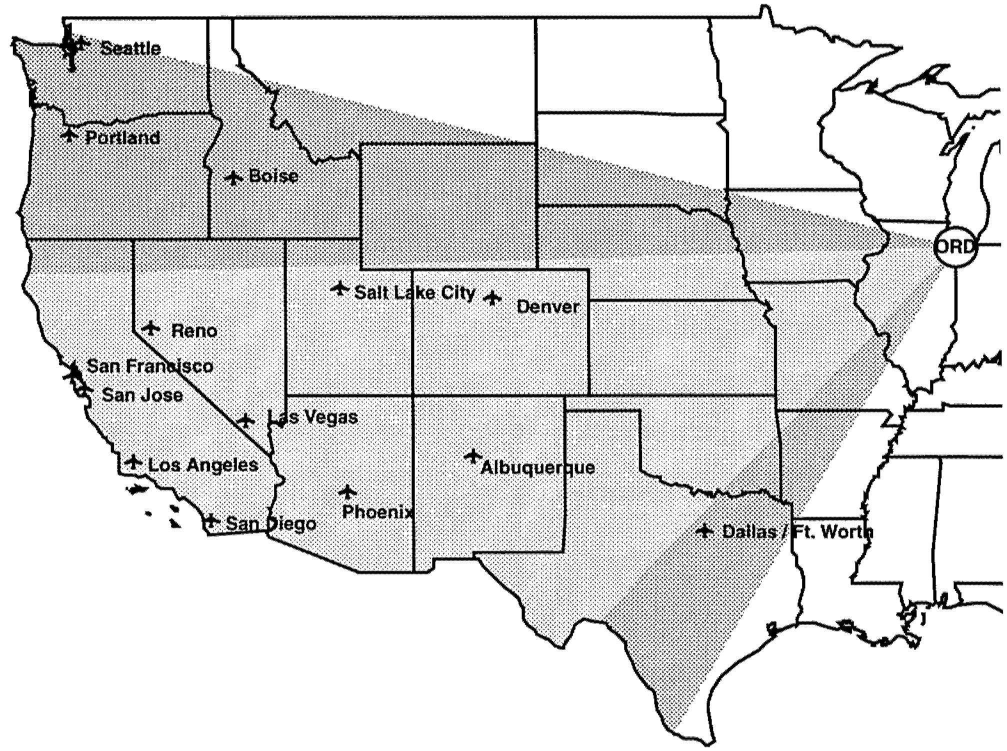
MAP OF TORONTO - US MARKETS THAT CAN NON-CIRCUITOUSLY BE SERVED VIA MINNEAPOLIS / ST. PAUL



Note: Light area up to a 2% mileage circuity from nonstop, shaded area plus light area, up to a 5% circuity.
Source: Great Circle Mileages

THE MINNEAPOLIS / ST PAUL GATEWAY HAS A SIMILARLY BROAD NON-CIRCUITOUS COVERAGE OF WESTERN US MARKETS AS DOES THE EXISTING CHICAGO GATEWAY FOR TRAFFIC FROM TORONTO





Note: Light area up to a 2% mileage circuity from nonstop, shaded area plus light area, up to a 5% circuity.

Source: Great Circle Mileages

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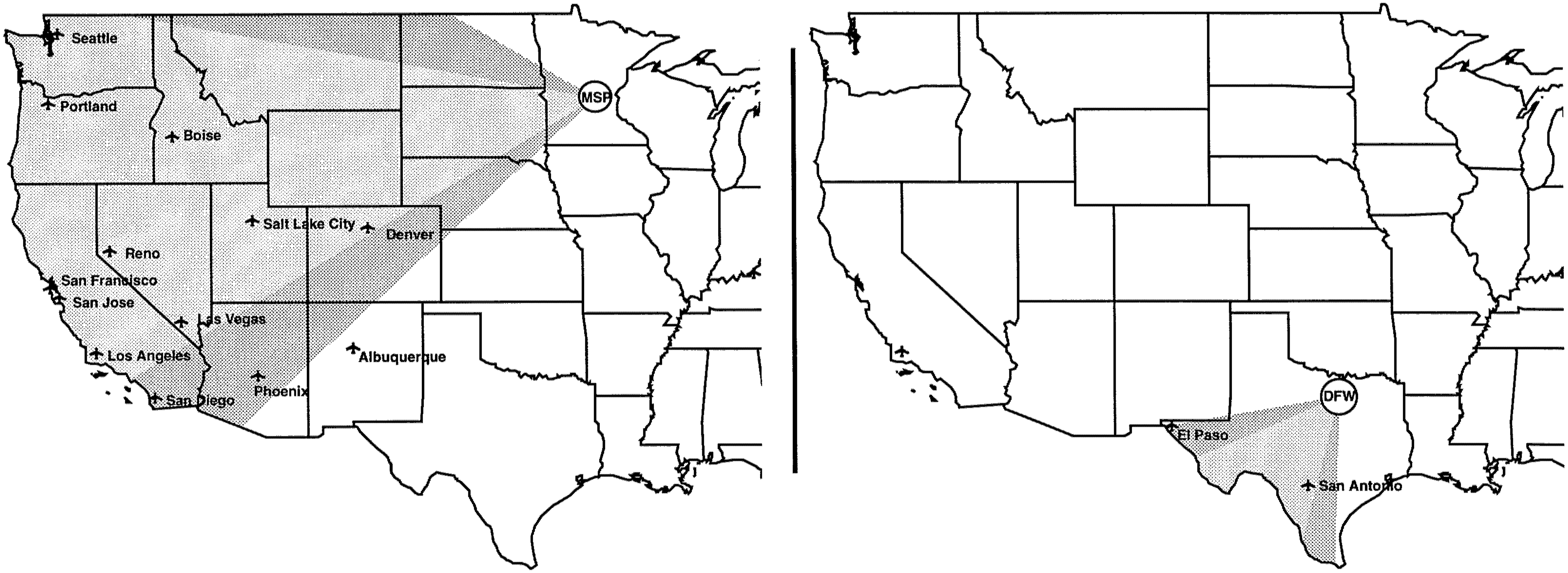
Exhibit NW-606
Page 1 of 1

THE MINNEAPOLIS / ST PAUL GATEWAY HAS A BROADER NON-CIRCUITOUS COVERAGE OF WESTERN US MARKETS THAN DOES THE EXISTING DALLAS / FORT WORTH GATEWAY FOR TRAFFIC FROM TORONTO



Note: Light area up to a 2% mileage circuity from nonstop, shaded area plus light area, up to a 5% circuity.
Source: Great Circle Mileages

Docket 50168
Exhibit NW-607
Page 1 of 1

746,550 TORONTO-US STATES PASSENGERS CAN BE SERVED BY NORTHWEST VIA MINNEAPOLIS/ST. PAUL WITH NO MORE THAN A 5% CIRCUITY

Rank	City Code	City Name	1993 O&D Passengers	Percent of Total	Passengers Per Day Each Way
1	LAX	LOS ANGELES, CALIFORN	247,580	6.5%	339.2
2	SFO	SAN FRANCISCO, CALIFO	171,040	4.5%	234.3
3	PHX	PHOENIX, ARIZONA, USA	49,030	1.3%	67.2
4	DEN	DENVER, COLORADO, USA	39,820	1.0%	54.5
5	SAN	SAN DIEGO, CALIFORNIA	32,030	0.8%	43.9
6	LAS	LAS VEGAS, NEVADA, US	31,900	0.8%	43.7
7	SEA	SEATTLE, WASHINGTON,	29,360	0.8%	40.2
8	SLC	SALT LAKE CITY, UTAH,	16,790	0.4%	23.0
9	SJC	SAN JOSE, CALIFORNIA,	16,090	0.4%	22.0
10	SNA	SANTA ANA, CALIFORNIA	14,550	0.4%	19.9
11	TUS	TUCSON, ARIZONA, USA	13,110	0.3%	18.0
12	PDX	PORTLAND, OREGON, USA	13,060	0.3%	17.9
13	ONT	ONTARIO, CALIFORNIA,	9,850	0.3%	13.5
14	ABQ	ALBUQUERQUE, NEW MEXI	9,280	0.2%	12.7
15	SMF	SACRAMENTO, CALIFORNI	7,910	0.2%	10.8
16	PSP	INDIO/PALM SPRINGS, C	6,810	0.2%	9.3
17	RNO	RENO, NEVADA, USA	5,290	0.1%	7.2
18	COS	COLORADO SPRINGS, COL	3,670	0.1%	5.0
19	GEG	SPOKANE, WASHINGTON,	3,280	0.1%	4.5
20	OAK	OAKLAND, CALIF.	3,230	0.1%	4.4
		Other 48 State Markets	22,870	0.6%	31.3
		Total in Northwest Market Area	746,550	**19.6%**	
		Total All U.S. 48 States	**3,799,560**	100.0%	

NORTHWEST'S NON-CIRCUITOUS TORONTO SERVICES VIA THE MINNEAPOLIS / ST. PAUL GATEWAY WILL BENEFIT 22% OF THE U.S. POPULATION

Market	Estimated Population as of 1/1/94 of areas that can be served via Minneapolis (000)	Percent of Total U.S. Population
1 California	31,728	12.2%
2 Washington	5,283	2.0%
3 Colorado*	3,384	1.3%
4 Minnesota*	3,252	1.3%
5 Oregon	3,062	1.2%
6 Arizona*	2,955	1.1%
7 Utah	1,873	0.7%
8 Neveda	1,415	0.5%
9 Idaho	1,116	0.4%
10 Montana	836	0.3%
11 South Dakota	642	0.2%
12 North Dakota*	470	0.2%
13 Wyoming	467	0.2%
14 New Mexico*	198	0.1%
15 Nebraska*	93	0.0%
Total	56,772	21.9%
Memo:		
Total U.S. Population	259,574	100.0%

* indicates partial state population

Source: Sales & Marketing Management -- 1994 Survey of Buying Power

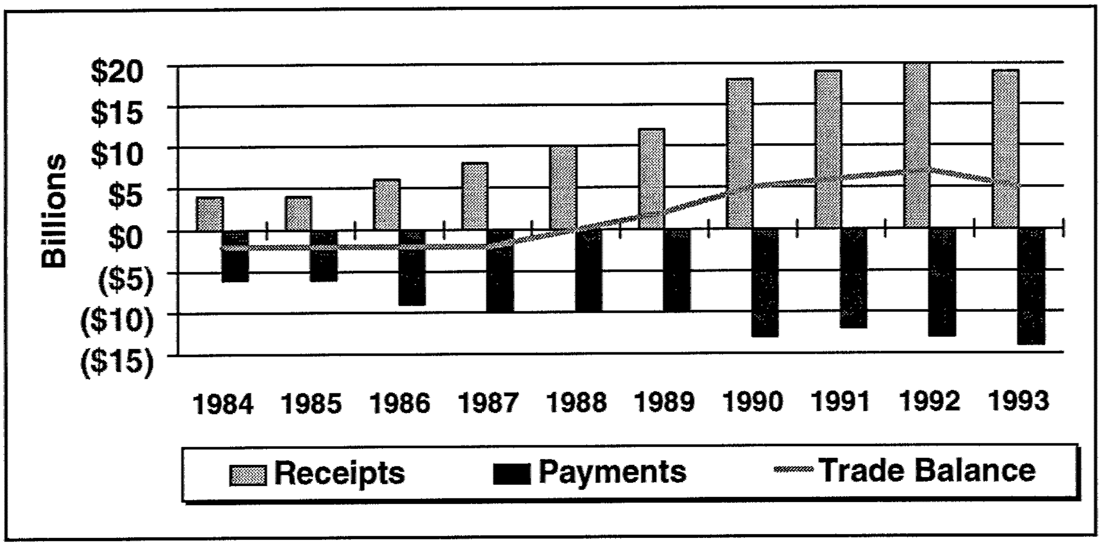
AMERICAN HAS THE GREATEST CURRENT ACCESS TO U.S.-TORONTO PASSENGER TRAFFIC, NORTHWEST THE LEAST ACCESS

Summer 1994 Services

Transborder U.S. Airline	Markets Served	Toronto Inbound Weekly Scheduled: Flights	Toronto Inbound Weekly Scheduled: Seats	Percent Of Total Seats
American	4	124	18,688	33.0%
USAir	7	123	12,197	21.5%
Delta	8	173	12,014	21.2%
United	2	42	7,322	12.9%
Northwest	1	35	6,440	11.4%
Total		497	56,661	100.0%

Source: Official Airline Guide, August 1994

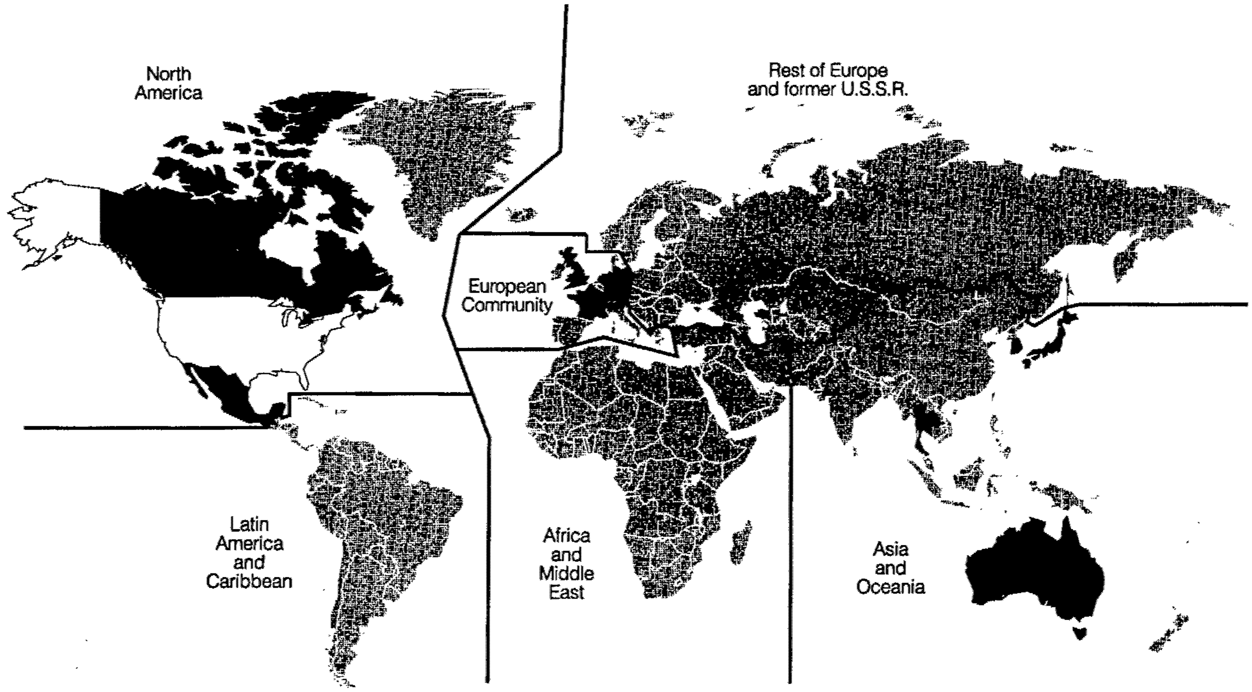
The US Has A $5 Billion Positive
Trade Balance In Air Transportation



	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Receipts	$4	$4	$6	$8	$10	$12	$18	$19	$20	$19
Payments	($6)	($6)	($9)	($10)	($10)	($10)	($13)	($12)	($13)	($14)
Trade Bal	($2)	($2)	($2)	($2)	$0	$2	$5	$6	$7	$5

Source: US Dept. of Commerce
Survey of Current Business

CANADA IS MINNESOTA'S NUMBER ONE EXPORT MARKET, ACCOUNTING FOR NEARLY 25% OF STATE EXPORTS



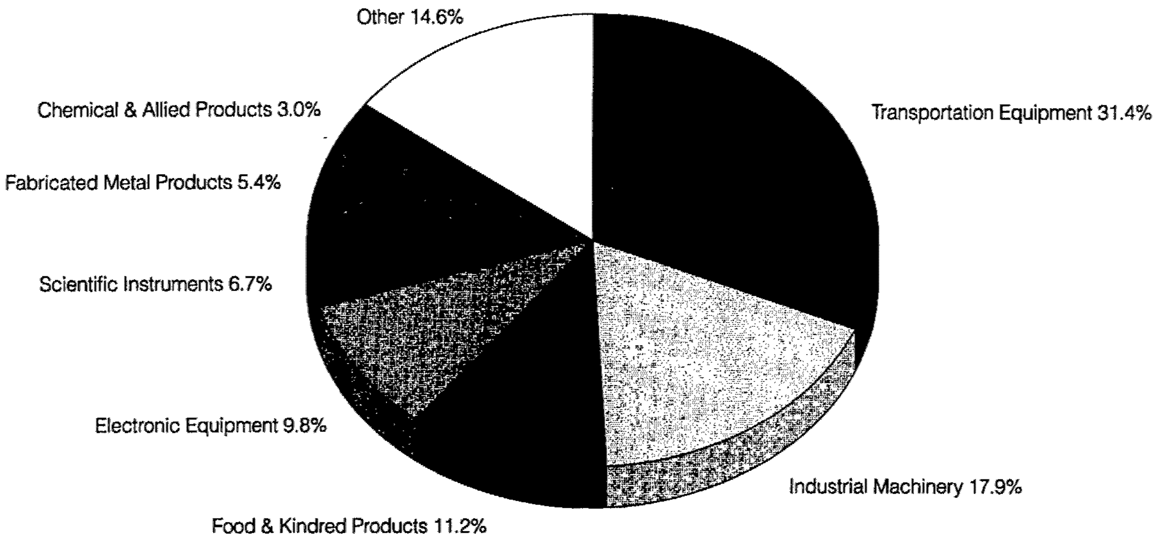
Country	1989	1990	1991	1992	Percent Change 1989 to 1992: Minnesota	U.S.	Percent 1992 Distribution: Minnesota	U.S.	Minnesota as Percent of the U.S. in 1992
	(thousands of dollars)								
Canada	$1,018,983	$1,466,805	$1,364,514	$1,546,246	51.7%	42.0%	23.2%	20.9%	1.8%
Japan	823,746	836,550	752,748	848,938	3.1	11.0	12.7	9.6	2.2
United Kingdom	323,239	438,729	398,154	474,933	46.9	11.8	7.1	5.3	2.2
Netherlands	318,107	367,510	367,658	423,141	33.0	21.1	6.4	3.0	3.5
Germany	298,343	371,080	425,401	398,974	33.7	27.2	6.0	4.9	2.0
South Korea	193,922	227,627	214,370	268,616	38.5	16.2	4.0	3.1	2.1
Mexico	137,577	141,210	210,450	246,846	79.4	67.2	3.7	9.4	0.7
France	195,835	236,692	296,248	232,341	18.6	28.0	3.5	3.3	1.7
Thailand	40,072	59,190	116,984	171,430	327.8	76.1	2.6	0.9	4.7
Australia	160,829	149,009	159,644	171,161	6.4	5.6	2.6	2.1	2.0
Rest of World	1,499,857	1,567,585	1,669,464	1,880,900	25.4	36.2	28.2	37.3	1.3
TOTAL	$5,010,510	$5,861,987	$5,975,635	$6,663,526	33.0%	32.7%	100.0%	100.0%	1.7%

Source: U.S. Department of Commerce and University of Massachusetts, *MISER*.

- Canada is Minnesota's largest foreign market, accounting for 23.2 percent of the state's manufactured exports in 1992.
- Minnesota's manufactured exports to Thailand more than quadrupled between 1989 and 1992. Other major export markets with above average growth were Mexico, Canada and the United Kingdom.
- Other major markets in order of size are Japan, the United Kingdom, Netherlands, and Germany. These top five countries represent 55.4 percent of Minnesota's export markets.

CANADIAN TRADE SUPPORTS MINNESOTA'S DIVERSIFIED ECONOMY

Minnesota's Manufactured Exports by Industry



SIC Code	Industry	1989 (thousands of dollars)	1990	1991	1992	Percent Change 1989 to 1992 Minnesota	U.S.	Percent 1992 Distribution Minnesota	U.S.	Minnesota as Percent of the U.S. in 1992
20	Food & Kindred Products	$98,102	$130,400	$137,857	$172,978	76.3%	117.3%	11.2%	4.3%	4.8%
22	Textile Mill Products	6,064	7,399	5,857	9,691	59.8	114.3	0.6	1.4	0.8
23	Apparel	6,263	10,216	4,318	5,080	-18.9	193.1	0.3	0.7	0.9
24	Lumber & Wood Products	15,444	17,884	18,914	19,798	28.2	50.2	1.3	1.3	1.8
25	Furniture & Fixtures	5,363	5,925	8,632	7,939	48.0	296.9	0.5	1.4	0.7
26	Paper & Allied Products	46,486	38,827	47,373	39,754	-14.5	80.6	2.6	2.2	2.1
27	Printing & Publishing	19,321	25,689	34,367	23,278	20.5	82.5	1.5	2.1	1.3
28	Chemical & Allied Products	51,154	46,027	45,552	46,087	-9.9	50.5	3.0	8.4	0.7
29	Petroleum Refining	2,476	2,933	4,029	3,569	44.1	-2.9	0.2	0.8	0.5
30	Rubber & Miscellaneous Plastic	28,400	29,953	19,465	30,488	7.4	116.3	2.0	3.2	1.1
31	Leather & Leather Products	771	1,968	1,083	2,176	182.2	66.6	0.1	0.3	1.0
32	Stone, Clay & Glass Products	18,913	40,395	31,781	32,548	72.1	73.9	2.1	1.7	2.3
33	Primary Metal Products	9,422	15,906	15,526	17,346	84.1	55.2	1.1	4.5	0.5
34	Fabricated Metal Products	47,979	88,163	69,797	82,931	72.8	44.6	5.4	5.7	1.7
35	Industrial Machinery	279,026	294,880	276,321	277,298	-0.6	38.5	17.9	17.8	1.9
36	Electronic Equipment	73,234	117,198	122,741	151,740	107.2	76.0	9.8	13.1	1.4
37	Transportation Equipment	230,911	464,952	387,639	485,734	110.4	4.8	31.4	25.5	2.3
38	Scientific Instruments	71,781	108,090	105,667	103,085	43.6	52.7	6.7	4.1	3.0
39	Miscellaneous Manufacturing	7,873	20,000	27,595	34,726	341.1	99.9	2.2	1.5	2.8
TOTAL		$1,018,983	$1,466,805	$1,364,514	$1,546,246	51.7%	42.0%	100.0%	100.0%	1.8%

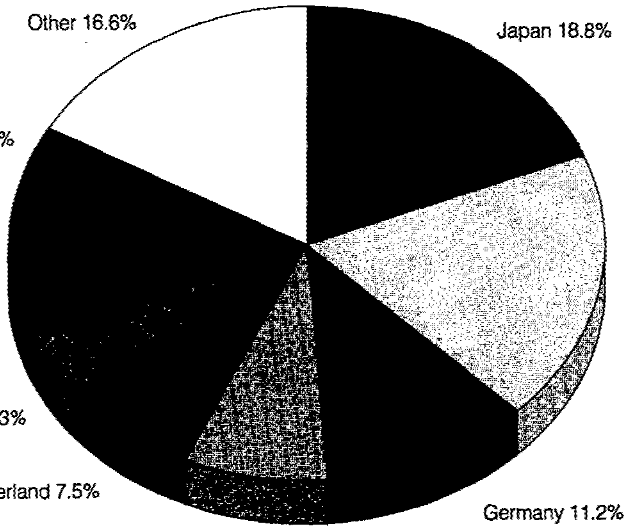
* Due to a change in the U.S. Department of Commerce methodology, 1990 Canadian exports are not directly comparable to previous years.

Source: U.S. Department of Commerce and University of Massachusetts, *MISER.*

- Canada is the largest market for Minnesota manufactured exports accounting for more than $1.5 billion.
- Transportation equipment is Minnesota's largest export to Canada, totaling $486 million.
- Minnesota supplies 4.8 percent of the total U.S. exports of food and kindred products to Canada.
- Industrial machinery and computers are Minnesota's second largest export category to Canada totaling more than $277 million.

94 CANADIAN COMPANIES HAVE AFFILIATES IN MINNESOTA —
REPRESENTING $2.5 BILLION IN INVESTMENT
AND MORE THAN 10,000 JOBS

Number of Foreign Affiliates, 1986 to 1991



Country	1986	1987	1988	1989	1990	1991*	Percent Change 1986-1991	1991 Percent Distribution	Minnesota as Percent of US in 1991
Canada	71	72	87	94	103	94	32.4%	12.4%	8.6%
Europe	247	253	372	441	453	460	86.2	60.5	9.8
France	27	29	44	51	56	60	122.2	7.9	12.4
Germany	58	48	73	93	85	85	46.6	11.2	7.7
Netherlands	18	19	23	29	31	33	83.3	4.3	10.1
United Kingdom	82	84	112	139	148	143	74.4	18.8	13.2
Switzerland	26	25	49	58	59	57	119.2	7.5	9.1
Japan	36	42	87	109	127	143	297.2	18.8	6.3
Latin America	8	10	14	18	18	19	137.5	2.5	2.4
Middle East	8	7	10	9	9	8	0.0	1.1	2.3
Africa and Asia (less Japan)	10	18	24	29	33	32	220.0	4.2	4.3
All Countries	382	403	599	707	750	760	99.0%	100.0%	7.6%

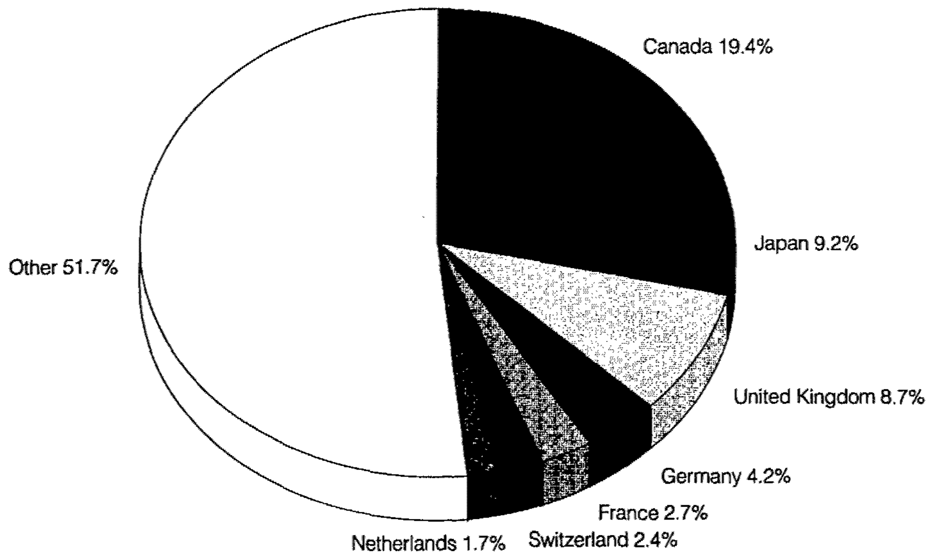
Note: A foreign affiliate is a U.S. enterprise with 10 percent or more foreign ownership.
* The numbers for 1991 are preliminary estimates.

Source: *Foreign Direct Investment in the United States*, 1986-1991, U.S. Department of Commerce, Bureau of Economic Analysis.

- Minnesota accounts for 7.6 percent of all foreign affiliates in the United States.
- The United Kingdom and Japan have the greatest number of foreign affiliates in Minnesota with 143 each in 1991.
- The number of foreign affiliates in Minnesota doubled from 382 in 1986 to 760 in 1991.

94 CANADIAN COMPANIES HAVE AFFILIATES IN MINNESOTA — REPRESENTING $2.5 BILLION IN INVESTMENT AND MORE THAN 10,000 JOBS

Gross Book Value of Property, Plant and Equipment of Foreign Affiliates by Country, 1986 to 1991



Country	Millions of Dollars 1986	1987	1988	1989	1990	1991*	Percent Change 1986 to 1991 MN	US	1991 Percent Distribution MN	US	Minnesota as Percent of US in 1991
Canada	$2,433	$2,395	$3,052	$2,929	$2,573	$2,464	1.3%	47.3%	19.4%	16.9%	2.3%
Europe	1,523	1,413	1,848	2,440	2,556	2,795	83.5	82.2	22.0	51.2	0.9
France	105	117	172	242	275	342	225.7	132.9	2.7	6.6	0.8
Germany	275	211	254	420	479	533	93.8	114.2	4.2	7.9	1.1
Netherlands	214	150	223	220	215	219	2.3	31.6	1.7	9.6	0.4
United Kingdom	521	525	725	1,066	1,025	1,104	111.9	86.5	8.7	17.5	1.0
Switzerland	136	148	198	200	296	305	124.3	78.7	2.4	3.8	1.3
Japan	D	D	426	776	1,092	1,168	D	416.2	9.2	18.7	1.0
Latin America	2	D	11	62	62	69	3350.0	62.5	0.5	2.9	0.4
Middle East	D	D	D	D	D	D	D	34.9	0.0	2.7	D
Africa and Asia (less Japan)	15	D	D	D	D	6,032	40113.3	97.6	47.5	6.4	6.4
All Countries	$4,442	$4,344	$5,540	$11,516	$11,972	$12,703	186.0%	98.2%	100.0%	100.0%	2.0%

NA Indicates data not available.
D Indicates that data have been suppressed to avoid disclosure of individual company data.
* The numbers for 1991 are preliminary estimates.
Note: A foreign affiliate is a U.S. based establishment with 10 percent or more foreign ownership.

Source: *Foreign Direct Investment in the United States*, 1986-1991, U.S. Department of Commerce, Bureau of Economic Analysis.

- The gross book value of property, plant and equipment of foreign affiliates in Minnesota totaled $12.7 billion in 1991. This is an increase of 186 percent since 1986, nearly twice the United States growth rate for this period.
- Japan is the second largest investor in Minnesota with $1.2 billion, followed by the United Kingdom with $1.1 billion.
- Canada has the largest investment in Minnesota with nearly $2.5 billion. This represented 19.4 percent of all foreign direct investment in Minnesota and 2.3 percent of all Canadian investment in the United States in 1991.

NORTHWEST
AIRLINES

Northwest Airlines, Inc.
901 15th Street NW
Suite 310
Washington DC 20005

202 842-3193
202 289-6834 Fax

DEPARTMENT OF TRANSPORTATION
95 MAR 20 PM 4:23
DOCKET SECTION

March 20, 1995

Ms. Myrna Adams
Chief, Docket Section
Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: U.S.-Toronto Service Proceeding, Docket 50168

Dear Ms. Adams:

Enclosed for filing in the above-referenced docket are eight copies of a revised version of Exhibit NW-205. The enclosed revision includes F and Y fares which were inadvertently omitted from Northwest's original Exhibit NW-205, submitted on March 14, 1995. This inadvertent omission from Exhibit NW-205 did not affect the calculations in any of Northwest's other direct exhibits.

Respectfully Submitted,

Megan Rae Poldy

Megan Rae Poldy
Associate General Counsel
NORTHWEST AIRLINES, INC.

Enclosure

cc: All Parties on Service List (with enclosure)

CERTIFICATE OF SERVICE

I hereby certify that on this 20th day of March 1995, I served a copy of the foregoing document on the following individuals by first class mail, postage prepaid.

Carl B. Nelson, Jr.
Associate General Counsel
AMERICAN AIRLINES, INC.
1101 17th St., N.W.
Suite 600
Washington, D.C. 20036

Bill Alberger
Stoel Rives Boley Jones & Grey
1275 K Street, N.W.
Suite 1100
Washington, D.C. 20005
(FOR ATLANTA & GEORGIA PARTIES)

R. Bruce Keiner
Crowell & Moring
1001 Pennsylvania Avenue, N.W.
Suite 1100
Washington, D.C. 20004
(FOR CONTINENTAL)

Mark A. P. Drusch
Staff Vice President, International and Regulatory Affairs
CONTINENTAL AIRLINES, INC.
2929 Allen Parkway
Houston, TX 77019

Robert E. Cohn
Shaw, Pittman, Potts & Trowbridge
2300 N Street, N.W.
Washington, D.C. 20037
(FOR DELTA)

Jeffrey N. Shane
Wilmer, Cutler & Pickering
2445 M Street, N.W.
Washington, D.C. 20037-1420
(FOR MEMPHIS PARTIES)

Jack Corbett
Rise Peters
Spiegel & McDiarmind
1350 New York Avenue, N.W.
Washington, D.C. 20005-4798
(FOR MINNEAPOLIS-ST. PAUL METROPOLITAN AIRPORTS COMMISSION)

Megan Rae Poldy
Associate General Counsel
NORTHWEST AIRLINES, INC.
901 15th Street, N.W.
Suite 310
Washington, D.C. 20005

James Atwood
Covington & Burling
1201 Pennsylvania Avenue, N.W.
11th Floor Reception
Washington, D.C. 20044
(FOR NORTHWEST AIRLINES)

Phillip D. Roberts
Roberts, Roach & Associates
22320 Foothill Boulevard
Suite 510
Hayward, CA 94541
(FOR NORTHWEST AIRLINES)

Herbert C. Higginbotham
Director
Department of Aviation
PITTSBURGH INTERNATIONAL AIRPORT
Landside Terminal
Suite 4000
P.O. Box 12370
Pittsburgh, PA 15231-0370

Richard J. Fahy, Jr.
Consulting Attorney
808 17th Street, N.W.
Suite 520
Washington, D.C. 20006
(FOR TRANS WORLD AIRLINES)

Frank Cotter, Esq.
Assistant General Counsel
USAIR, INC.
Crystal Park Four
2345 Crystal Drive
Arlington, VA 22227

Richard Mathias
Zuckert, Scoutt & Rasenberger
888 17th Street, N.W.
Washington, D.C. 20006
(FOR USAIR, INC.)

EMBASSY OF CANADA
501 Pennsylvania Avenue, N.W.
Washington, D.C. 20001

James R. Tarrant
Deputy Assistant Secretary for
Transportation Affairs
U.S. DEPARTMENT OF STATE
2201 C Street, N.W.
EB/TRA, Room 5830
Washington, D.C. 20520

Kimberly M. Kenner

Kimberly M. Kenner